ISSUE 66

The Sea People

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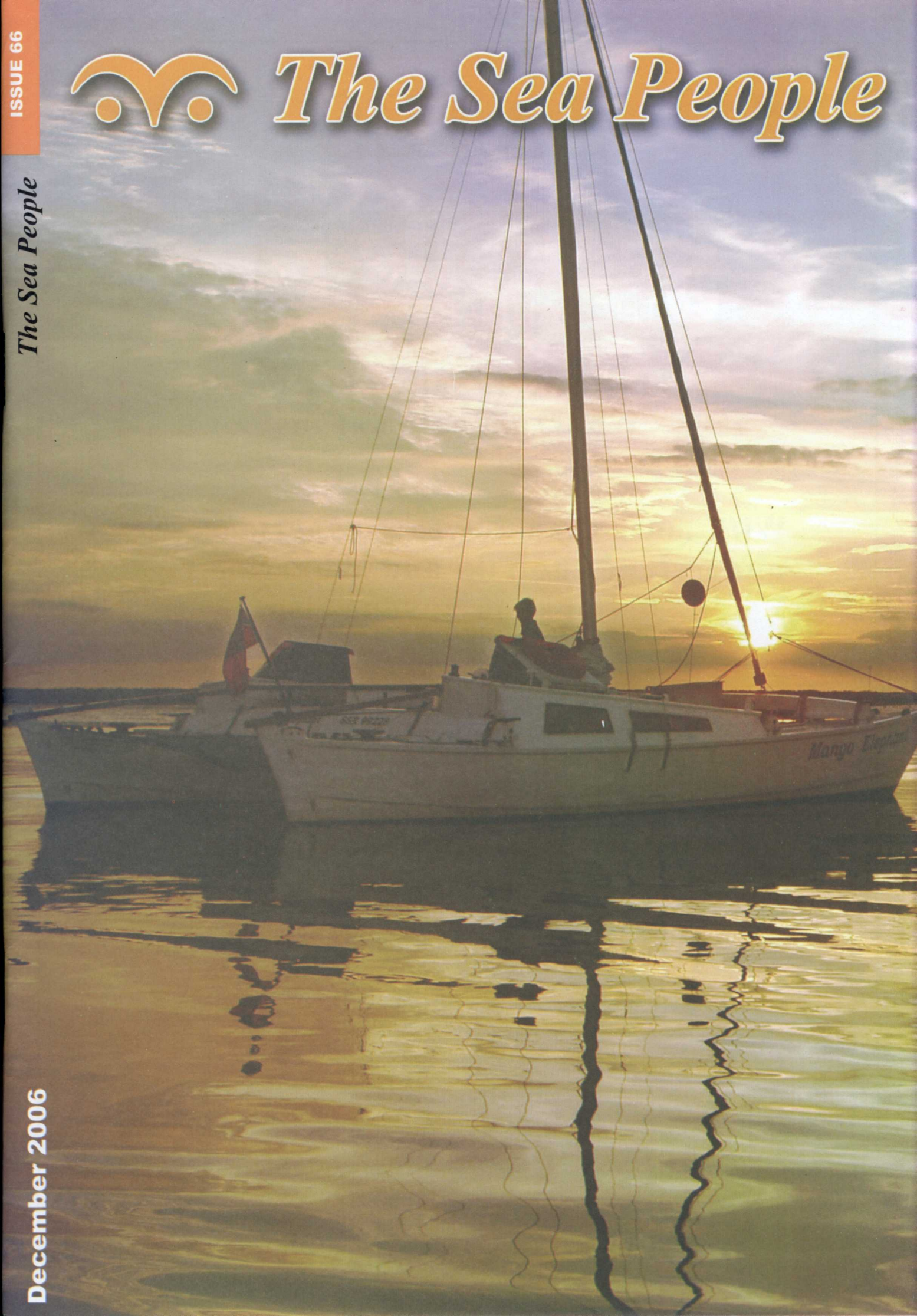

December 2006

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The Sea People

Magazine of the Polynesian Catamaran Association

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Contributors of this issue:
(By order of appearance in the mag)

Keith Viewing.& Derek Huggins
Dirk Horstmann.
Linden Blake.
Ann & Nev Clement.
Luis Nin Estevez.
Rob & Christine Sewell
Charles Rees.
Paul Bines.
Danièle Volpelière.

Contacts

Editorial team:
Remy Roy, Ken & Anita Hook,
<your name needed here!>

Editorial address:
PCA, 118 Howeth Road,
Bournemouth, Dorset, BH10 5NS, UK
+44 (0) 1202 531445

e-mail: editor@pca-seapeople.org
web site: www.pca-seapeople.org

From the PCA constitution:

The objects of the association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
« Polynesian Catamarans » shall mean the various classes of catamarans as designed by James Wharram.

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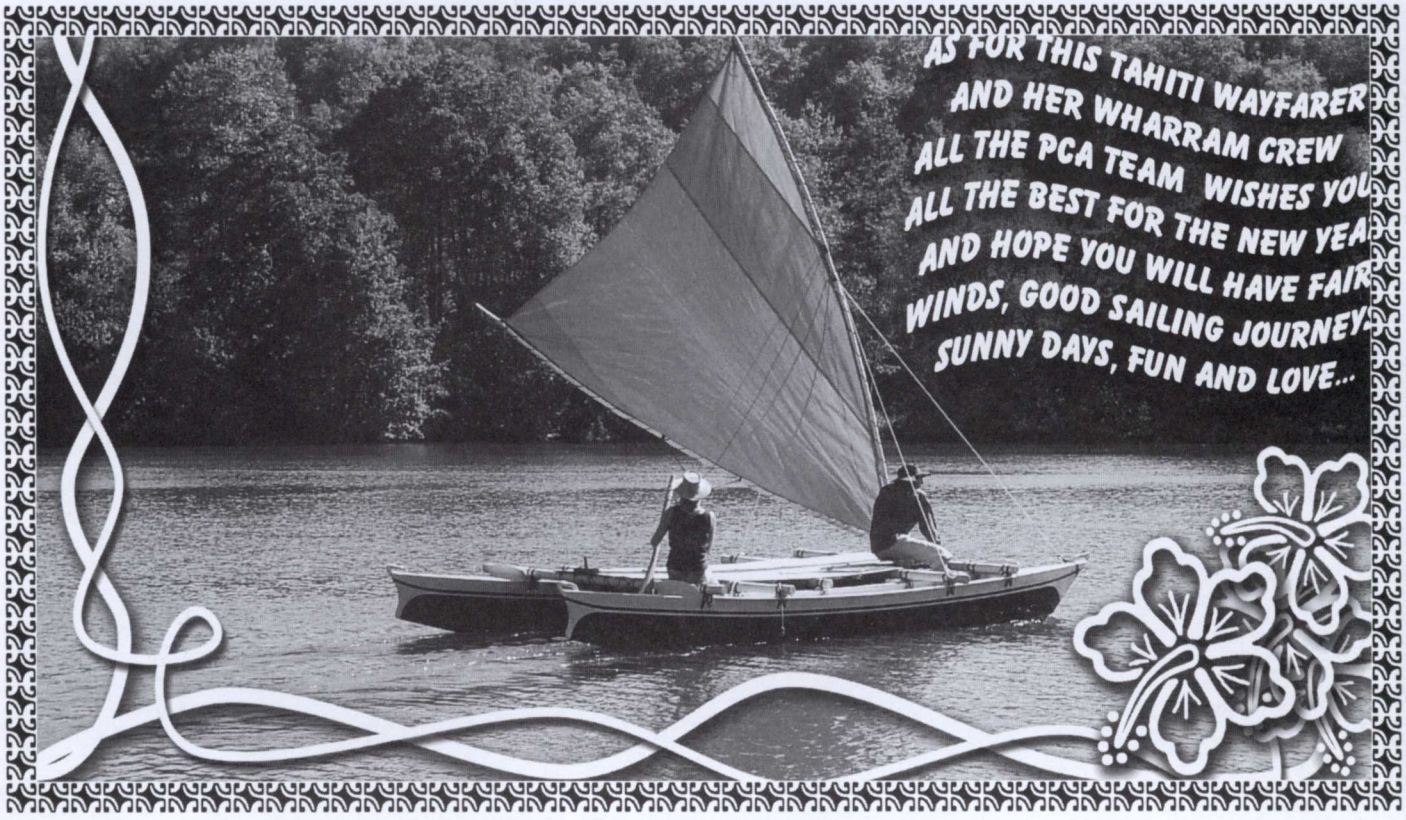
Cover:
A nice sunset, a good anchorage, a glass of ti-punch, what more for being happy? *(Tiki 30* ***Mango Elephant*** *in Walton)*

News for Sea People



2006/2007	PCA meetings & other events	Contact
Dec 2006	Florida Meet	Gene Perry
Dec 2006	Bahamas Rally for Cruisers	
2007		
June 1-3	Dutch Meet	Dave Peak
July 14-15	Brest, Rance Meet	Bertrand Fercot
Others?		

At the date of printing this issue all the 2007 meetings were not known of us. There will be for sure some others like the Poole Meeting.
Let us know if you want to organize a meeting or any other event concerning the Wharram catamarans.
Remember that the social meets and the meetings or rallies on the water are one of the basements of the PCA activities. Even with very few participants they are always great moments giving to everybody nice memories and some nice pictures for the winter time…
Don't hesitate, just do it! *(I have already seen this slogan somewhere ☺)*
Check the website for the latest infos about the meetings or ring the PCA office.

How to host a Meet?

What's needed to host a meet?
Enthusiasm & optimism
Minimally one (or two) boats, preferably Wharrams.
A couple of anchorages within a day's sail
Pre-designated pickup points.
Site for a BBQ or inexpensive restaurant.
Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've intended meets at 4 different locations. They've all been different and they have all their own personalities and charm.

Organising a regional social is even easier. All you need is to designate a time and a place. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailing (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies

WHERE IS THE POLYNESIAN SPIRIT?

Thousands years ago some of the greatest seamen of the history where attempting to cross the largest ocean of the world with almost nothing. Their only needs where a boat, some food and the knowledge...
Nowadays some skippers (and crews) refuse to stop in a place where there is no plugs for the TV cable and electricity. They don't sail if the the GPS fail or if the weather forecast is not fair...
The electricity needs on board (GPS, log, radio, TV, fridge and so on) are so hudge that it is almost impossible to sail for more than one day without running the engine or plugging somewhere. Most of the calls for emergency at sea are because of an engine failure although there is enough wind to sail to the next harbour...
The rules at sea are now so restricting that it is not ridiculous to think you may encounter a cop hidden behind the waves.
You can't drop your anchor everywhere and the nicest mooring looks like a parking where there is always a watchman asking for some duties. Is it still possible to sail free somewhere on that Earth?
20.000 years ago the Polynesian where searching a free land to reach by sea. They just had to build some of those wonderful double canoes and to look at the sky to find their way.
Today the Polynesian catamarans are still alive thanks to the Wharram team. They are simple to build and sail. Their seaworthiness has not to be proven as hundreds of them have crossed the oceans without any problem. So maybe it is time to think at a new migration heading to a place where it will be possible to sail free, to beach your cat on the beach without any duty asked for that, to welcome an other sailor with a simple *Aloha* and a fresh drink and so on...
The first steps in that new life can begin by reading the magazine you actualy hold in your hands or by transmitting your experience to the others as the ancient Polynesians did before.
If you have any experience in boat construction, sailing techniques would you share it with us in the magazine? You have sailed somewhere you loved or just took part in a Wharram meeting, just let know us how it was by sending to the magazine some pictures and few words.
By doing this you will be a part of the transmitting chain of the sea knowledge. You will enter in the modern Polynesian sailing community...

Ia ora na!* *(Rémy)*

** means Hi or Bye in the Tahitian language.*

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

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PCA Membership Application Form

Hi, if you're reading this and you're not a member of the PCA, is it not time you joined? VISA and MASTERCARD welcome.
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Your Name (as shown on credit card)..... Card Number.....
Card expiry date ../20..
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Post this to - PCA Office, 118 Howeth Rd, Bournemouth, BH10 5NS, United Kingdom or
Contact the secretary for alternative ways of paying or supplying credit card details to the office
+44 (0)1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org
Please give us phone number, email addresses etc. to help the office and other PCA members contact you.

Cruising Lake Kariba

Written by Derek Huggins, on Keith Viewing's Tangaroa II . *Continued from Issue 65*

In the last issue we've discovered the nice story of the incredible voyage the Boa Gente and its captain Keith Viewing on the Lake Kariba which seems to have one of the most tremendous cruising scene. In this chapter Captain Viewing sails with Derek Huggins, a land-lubber...

Tuesday 16th September 1997
Darkness– early hours of the morning. Silence. Not a murmur, not a ripple, not a breathe of wind. It had rained in the night and we had been forced to vacate the deck and sleep below. I get up and go up on deck. Still cold , wet and cloudy. The moonlight comes through to show the outline of the land. I join water with the lake. Eat a grapefruit to moisten the palette. Lion roaring somewhere inland. Extraordinary loud, unmistakable ,inimitable and formidable. Shatters the silence and carries far. The hippo from the pool beyond the hillock does not join him. I have a smoke and reflect.

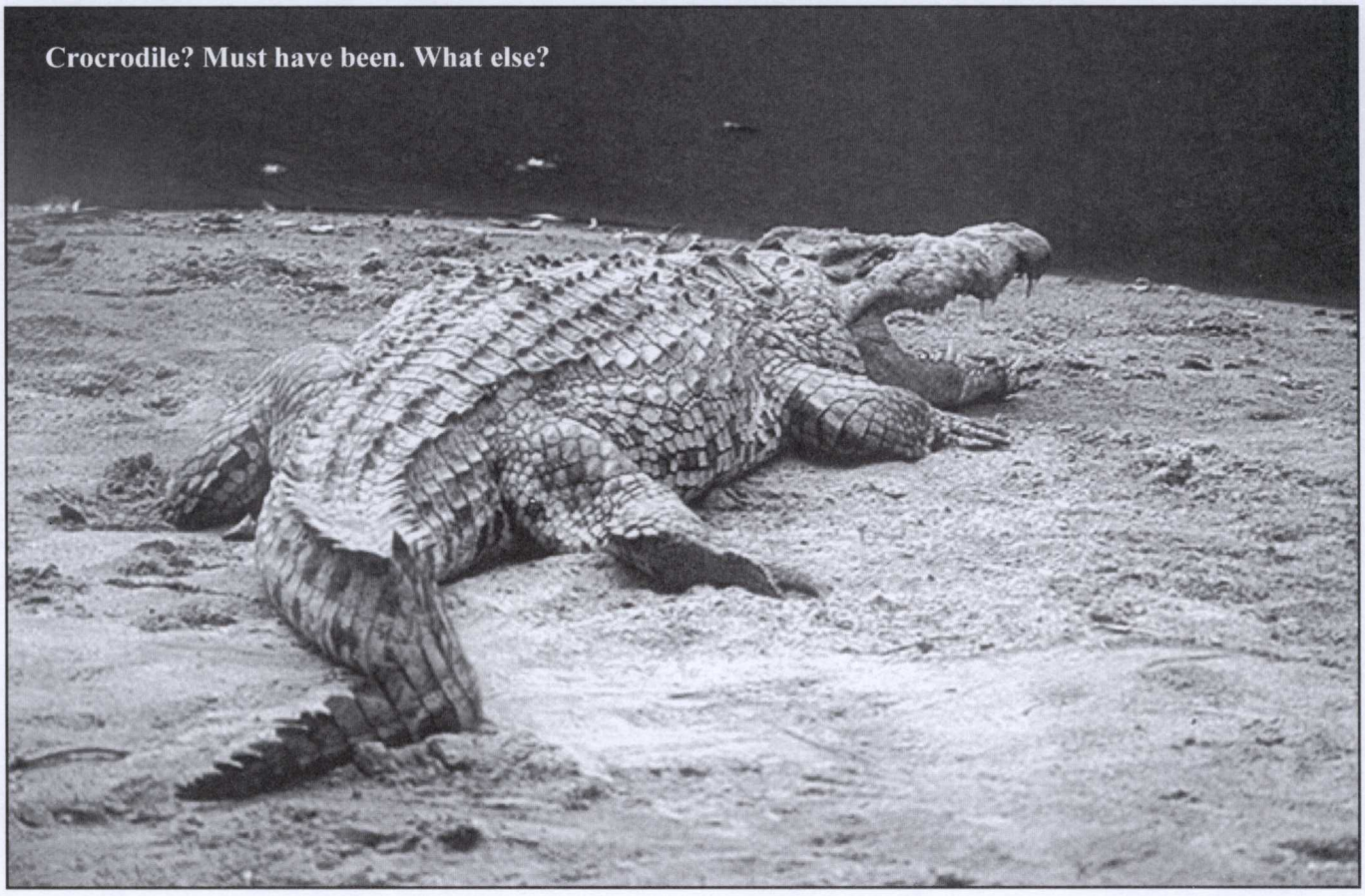
We had set out for Kariba in Keith's old Mercedes and towing my trailer with the new dinghy which was well loaded with our paraphernalia. Aeroplane, my assistant at home, where Keith picked me up, was beside himself that two big men were going sailiang in such a small boat. It was an enjoyable journey. It was a good feeling to escape the city and to enjoy the expanse of the veld. Keith was talkative. I learnt much about his sailing and boat building exploits. His father had been a sailor and he had boated and sailed on English river and coastal waters in his boyhood. He has many stories to tell and should tell them. But he had come to Africa as a geologist and after being up country in Sierra Leon and nearly died of dysentery, had come then to southern Rhodesia. He had first sailed Kariba Lake soon after the dam across the Zambezi was completed in the late fifties. He had become interested in the life and work of Wharram, the Englishman, who took the concept of the catamaran from the Pacific peoples and designed and commercially built catamarans for the world. Keith was most intrigued about how James Wharram had sailed across the Atlantic to the West Indies accompanied by two women. Keith haddock met James and bought one of his designs and set to work to build a catamaran . Years ago, in the seventies during sanctions and the war, I had seen one completed hull in his garage and remarked his skill and tenacity. At the time it was his sixth boat that he was building. He was making ready , should there be a need, too take his boat and his family tot he coast and to sail away from Africa to Europe or the Caribbean. I was in awe. But there was no point in being envious. No way could I build a boat. And while I had grown up near the sea on the south-east coast of England and had rowed coastal pairs and fours – even tot he extent, when in training, of going straight out into the Channel for three or four miles in very loppy water to greet passing shipping -had never had the opportunity to sail. But now, at last, the chance had come, albeit far from the sea, on a man made lake in the middle of Africa on a thirty six foot catamaran with a sixty seven year old geologist.
"It took me ten years to build her," Keith had said. "Every time I travelled overseas I came back with a briefcase full of brass screws and fittings. The sails were more difficult to acquire but they came from Jeckells in England as well. We had great difficulty in getting he up to here to the water. The trailer broke down on the way. But in the end we managed and reassembled all and launched her. I named her 'Boa Gente' ,after Bartholomeo Diaz, one of the early Portuguese explorers, who coming to an island on the East African coast, found the people particularly hospitable. He called the island ' Terra de Boa Gente – the land of the good people ' ."

We had traversed the long road north to Karoi and onwards and leaving Makuti descended the escarpment. We wound through the hills and across the undulations and dry river beds ever more downwards across the valley floor towards the river. Sun bleached dry grasses and tree and scrub. Harsh country and hospitable only to the animals of the wild. I told Keith a story about the last time I had visited this desolate country some ten or twelve years before in the company of my father. Negotiating the winding road through the hills near Kariba we had encountered a troop of

baboon which were climbing out of a gully. We stopped the car and watched them as they crossed the road and went on to climb up the steep hill side. It was a big troop. The females and the young crossed first followed by few very large males. Amongst them was a leaner specimen with two legs only : the left fore and the left rear. Its right fore and right rear were amputated at the shoulder and the hip. It moved quickly, cantering across the road on two legs both on the same side, and then hand over hand up the escarpment foraging and feeding along with the others. We guessed the reasons for the amputation....anti personnel mine or the high wire of the high voltage electricity supply lines? And how had it survived the horrendous injury in the wild if not cleaned and cared for by its own clan?

The Boa Gente was already on the water when we arrived. She is painted white and blue and gleamed in the sunlight. She is longer and bigger than I had imagined. She is solidly built but has a gullish look, but guillemot rather than the tern. The main masts tall and substantial. The two long hulls each have a cabin roughly in the middle and there are two bunks, fore and aft, in each. The hulls are joined by crossbeams, on which the main and mizzen masts are set. Between the hulls there is a boarded deck. She looks good and seaworthy.

Les Tempest, the harbour master, came down to the water to greet Keith. He is short and wiry , fit and strong. His skin is weathered and dark tanned. He has blue eyes, grey hair and yellowing teeth. He looks to be in his sixties. He was in the navy – landing-craft – in the war and that puts him in his seventies. His accent is north country English. Keith and he exchanged notes in jocular fashion. Les was accompanied by several dogs. One was a ridge back – lion dog- in wonderful condition and has a confident and erect stance. Another Les calls Betsy is a Staffordshire terrier. She favoured her left hind leg which was remarked upon. "She swims every afternoon. About ten days go she went in and just kept swimming further and further out in the deep water. I called and called but she took no notice. The light was fading and there was a lot of weed – clumps of it. I watched her for as long as I could and then lost her amongst the weed and in the darkness. She didn't come back. I thought I'd lost her. I gave up calling and went up to the cottage. Then, after about half an hour she came. She was torn along the back and the leg. I treated her and stitched her up."
"Crocodile?"
"Must have been. What else?" said Les. "There's plenty in the bay. Shot one that was being a nuisance some time ago".


Crocrodile? Must have been. What else?

"Amazing story", I exclaim. "Amazing dog."
"She's a good dog. Can't imagine how she managed to fight herself free. She's alright now. She went back into the water the next day. Swims everyday. Can't stop her."

There was much work to do to prepare to sail and I was sent to siesta in the shade under a boat. Keith undertook to stow the provisions. We ate and slept on deck that night and came awake to the sound of the hippos honking and snorting in the bay. And all the next day, Saturday, we spent fixing the new dinghy and making ready to sail.

We had pushed off on Sunday – soon after dawn when it was very still – and motored out until we found a breeze and leaving Antelope Island on the port and astern, with the mizzen up and the spinnaker full, we ran to Sampa Karuma Island. Keith had said it was a shake down voyage. We went inside the bay and moored, in amongst the trees that stand half submerged, stark, white and petrified, along the shores edge on the lee side. Buffalo skull and horns lying on the sand. Victim of what? Lion perhaps. Few animals die naturally in the African bush. The big baboon with the troublesome reputation came and visited us. He stood bobbing on the bank looking us over. Keith had picked up the 'device' and shook it at him. He went off through the bush. We ate and took siesta under an improvised awning on deck in preference of the heat. In the late afternoon we walked along the windward shore as far as the big fig tree. Elephant spoor and droppings in abundance. Clumps of weeds washing in and lining the shore. We bathed at a rocky place at the waters edge, ever watchful for crocodiles. Good to be wet and to dry cool in the wind. We slept on deck under mosquito nets. And so our voyage on the Boa Gente had commenced .

Part 3 in the next issue.

The baboons...

Hints & Tips

In mag 50 Meinhard Koch showed a solution of building wooden masts.
Here is my proposition for - I hope so - easier working (see drawing).

Building a wooden mast could be the highlight of boat building. There are a number of methods for it. One of them is to assemble trapezium like cut battens to a tube. The Connection could be done by tongue and groove or easier by wooden lamellas.

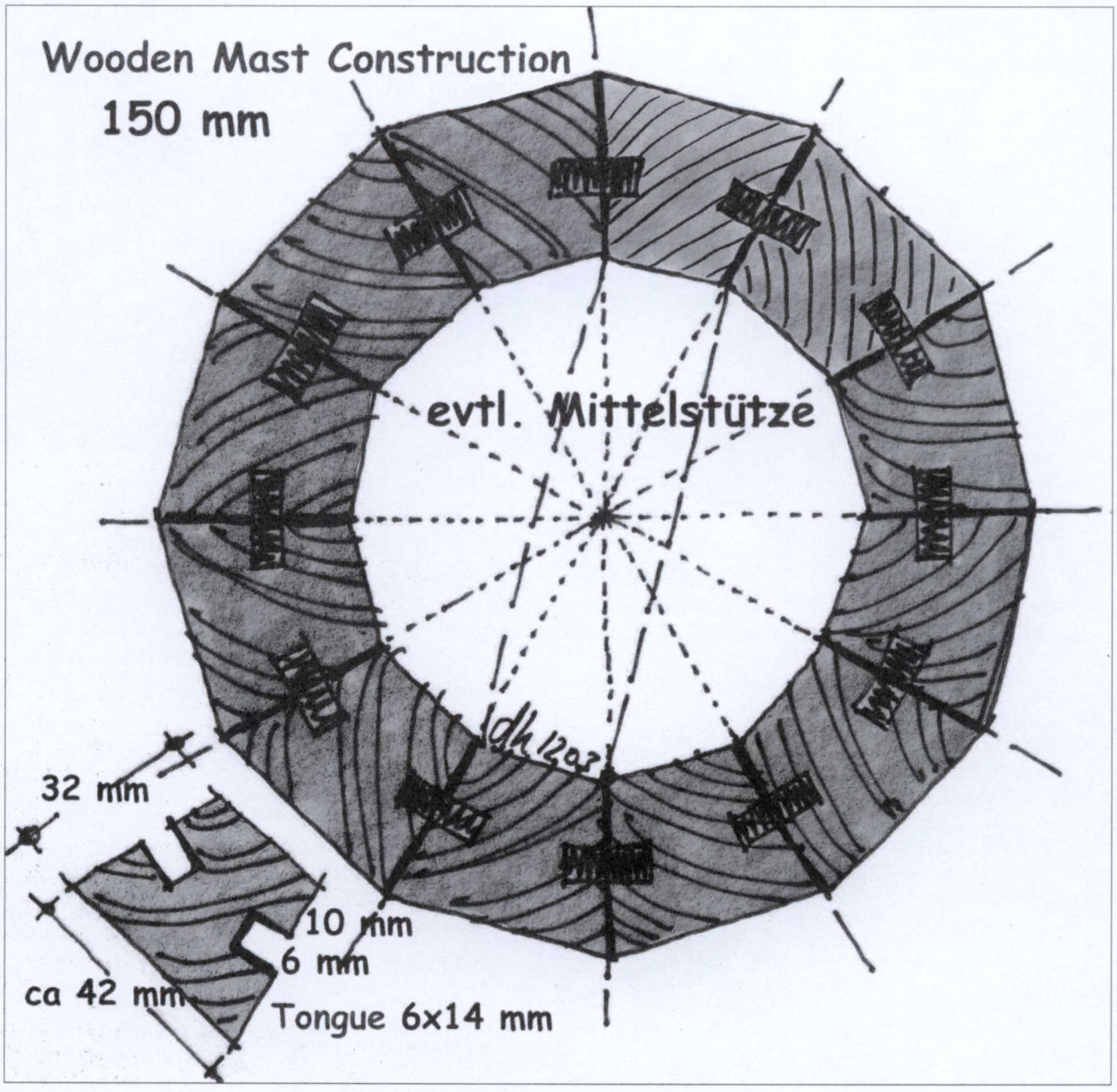
First you have to decide from how much battens the mast should be build. 30 degree battens means 12 battens, 15 degree battens means 24 battens. The 2 inner edges of the battens get a tongue or will be prepared for the lamellas. Now the mast can be glued together. Who likes can use tape, too.

The advantages are:
1. A very simple profile; do it yourself or done by a craftsman.
2. Working with tongue & rabbet is very easy and all is fitted exactly.

First you build one half of the tube, later the second one. Now you can add a tube for the cables and both parts can be joined together.

I never built a wooden mast and - unfortunately - I need not in the next future, but perhaps somebody else will try this method. Would be fine to hear of it…

Dirk Horstmann



WHY FOUR HANDS?

Ron and Linden Blake were the happy owners of a nice Naraï Mk1 for many years. Now that they have sold her they look back at what have lead them to their choice.

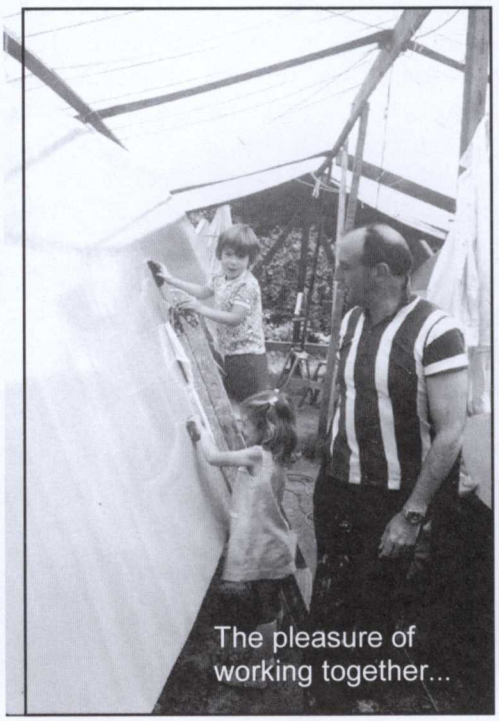
We wanted a boat. A boat for the two of us and our two kids.

At the time our children were only 4 and 2 years old, so they were not going to have much say in the matter. This meant we needed to be sure that they could be comfortable on our boat.
To have bought a boat now, we would not have been able to afford the boat we would like to have. Also our children were rather young to take off sailing; perhaps a few years later would be better for them. This gave us time.

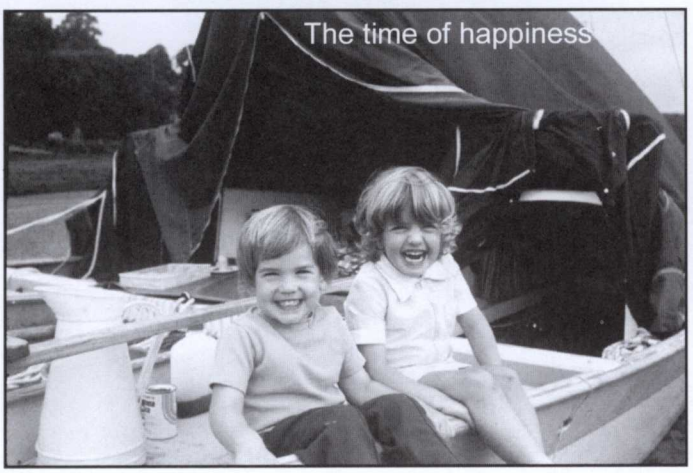
At this stage, back in 1972, someone told us about Wharrams. We started enquiring about these catamarans, and were advised that a Narai was the largest practical one for a Husband and Wife team to build. Our back garden was just about large enough to build in.

We bought plans, second hand timber and plastic sheeting to make a shelter. Then we told our neighbours that we were going to build a boat. They thought that we meant a dinghy!!

Of course the build took much longer than we had planned. Many things got in the way – especially work. But we bought the best materials available, and built the best and strongest boat we could. After all it was our lives and our children's lives that we were going to entrust to this venture.


The pleasure of working together...

During the build we chartered a Hinemoa for two summer holidays at Milford Haven. We all enjoyed ourselves, and Ron and I learned more about the kind of boat we were building.


The time of happiness

One thing we gave much thought to was a name. We had many ideas, but in the end we decided on FOUR HANDS. We had made her with our own four hands. Alternatively there would be four hands (us and our two children) sailing her.

Why Sprit Rig?

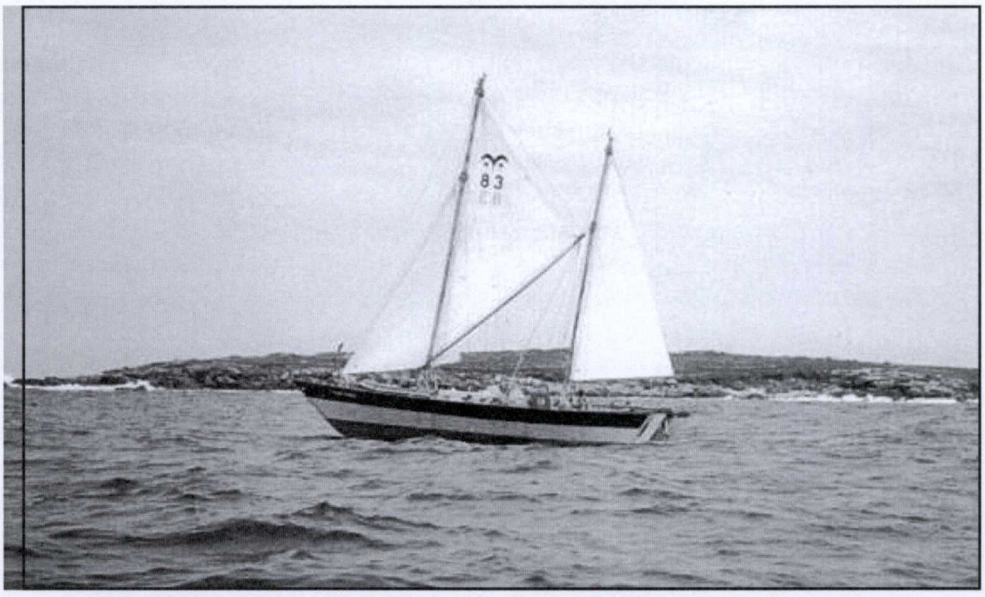
We were going to be sailing with two adults, both past their first youth. We felt that more, smaller sails would be easier to handle than fewer larger sails. We believed that having no boom over the main deck area was a safety feature. Also we liked the look of the sprit rig.

We felt that "dead eyes", to connect the standing rigging to the hulls, with "hearts" for the forestays,

would complement the Tames barge like sprit rig. We started making some. Then we heard of dead eyes that had been made for a (now abandoned) project for the Maritime Trust. We bought these. Until recently these dead eyes were the only items of woodwork on the boat not made by us.

Rig and Sails

As far as possible, we tried to keep to the KISS principle. This included lacing the main and mizzen sails to their masts. We have seen sails laced with the lacing going round and round the mast. This can jam. The old time boats did the lacing back and forth, so that when the halyard is released the tension round the mast is also released and the sail can come down easily.



Connecting the forestays to the spans using wooden "hearts" gave us a problem attaching the foresails. To hank the jib and the jib topsail directly to the forestays made the sails hard to lower neatly, since the hanks could not come below the top of the hearts. So we fitted jackstays for the sails to run up. Now we could stow and cover the sails neatly along the span wires, whilst keeping them hanked on ready to hoist, but not obscuring the helmsman's line of sight.

To find the optimum setting for the mizzen staysail, on different points of sail, meant that we have a number of different points to which we can attach forehauls. This meant the staysail can be set to windward or leeward of the main mast, close to the mast or well outboard. The sheeting position can also be varied to suit wind conditions.

Motors and Manoeuvring

We decided to have an inboard engine, powering an outdrive, in a centrally positioned motor pod. This has generally worked well. The central position means that the engine drives the boat well, without cavitating in a seaway. The drawback was the lack of flow over the rudders at low speed and hence difficulty in manoeuvring at close quarters. We needed a bow or stern thruster. We made a transom, fitted on a long dropping leg, pivoted from the after main beam. The transom comes just behind the after netting beam and carries a Seagull Kingfisher outboard. This engine was chosen because it can be started out of the water before lowering. Steering this outboard is done by ropes between the engine and the tillers. In swell this motor will suffer from cavitation, but in calm water it can push the boat well, and we can steer! We ran the engine in on a windless day, with it driving us from Guernsey to Brittany!

Our original main motor was a marinised Ford petrol engine. At that time Diesels were all too heavy. Before we had our present engine installed Ron did lots of calculations for optimum speed with minimum fuel consumption and hence maximum range. This lead to our choice of the present Lombardini 14hp diesel engine driving a Sillette outdrive fitted in 1996. The propeller was also matched to the engine and the boat. With this combination, we had calculated the optimum revs to be about 2200 rpm. In calm sea this can drive us along at about 6 knots. Of course we normally aim to sail most of the time. Engine hours to date are about 450.

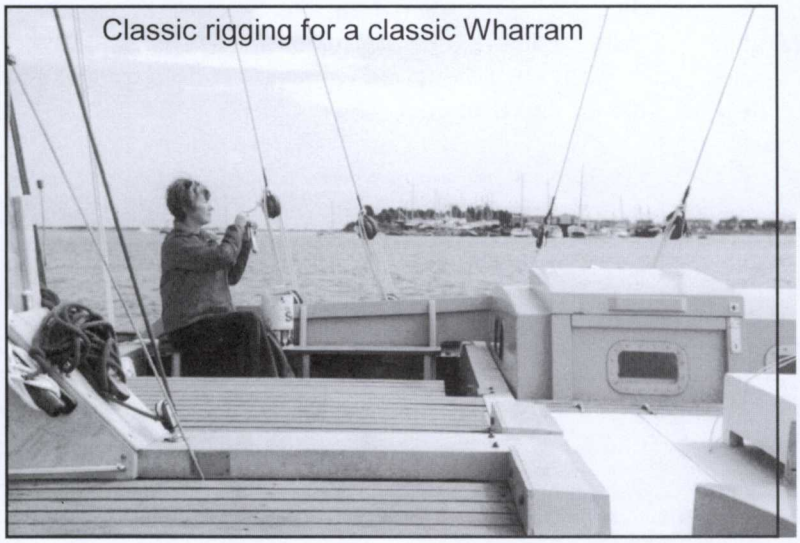
Anchors and Anchoring

The idea of lifting an anchor on board from the bows of a pitching boat did not seem safe. So we made our main mast step longer to give a cathead over which the anchor would be deployed, and fitted an anchor winch behind the mast. Our main anchor chain has a yellow marker at the point that reaches the winch when the anchor reaches the cathead. Our anchor chains and warps also have colour coded markings every 5 metres

We started out with a 45 lb CQR for our bower anchor and a 30lb Danforth for a kedge. As we became older these anchors became heavier. We bought a 35 lb Delta and the CQR was kept on as a spare.

Mooring

In a wind against tide situation, mooring or anchoring from the cathead can result in chain rubbing on the hulls. We therefore fitted a three part purchase from


Classic rigging for a classic Wharram

each stem to a clip which can attach to mooring, or by a lanyard onto the anchor chain. This holds the chain or buoy centrally and cuts down on wear.

Netting or Trampoline

We started off with home made netting between bows and sterns. The netting had a hole in the bows through which the anchor or mooring warp could be deployed. When the netting needed replacing, we asked our local sail maker to make trampolines to replace it. These were much easier to walk on, but the forward trampoline was inclined to catch the waves when we encountered heavy seas. We tried making more holes in the trampoline, but still had problems. Eventually, after a rough passage, the front netting beam cracked. We replaced the beam by a section of hollow mast, and have reverted to netting between the bows. We had no problems with the aft trampoline.

Sky Hooks

We were getting older, and we needed to use sky hooks (spare halyards) more often. One of us is in poor health. The other needed to be able to do, single handed, the things we used to do together. Things like launching the inflatable and then raising the outboard from below decks, lifting it over the gunwale and fixing it on the dinghy. Preferably without dropping it overboard! This is where the sky hook comes in. We got a stout pole. One end sits on deck. The other end, fitted with stays, together with block and tackle, is hoisted above the store for the outboard. Outboard hoisted, end of pole moved out over dinghy, outboard lowered and clamped in place. Reverse procedure to stow outboard again. Our Son saw me do this, and said "To me that looks harder than just picking it up and carrying it". For him, yes, but not when you are my age! I was very glad of his help to pick up and carry the Life Raft, when it came back from its' servicing.

In case that ever needs launching, I have a parbuckle already installed underneath it.

Now

FOUR HANDS needs a scrub and a touch of paint. She still looks good, sails well and we are proud of her.

Our children are now adults with their own jobs, interests and commitments. They both live too far away to look after FOUR HANDS as we have done.

Last year we had a warning of our own mortality, so it is about time to give others the chance to enjoy our beautiful boat.

A Most Important Thought.

Everyone will do things differently!

Postscript

FOUR HANDS has now been sold. We were very sad to see her go, but we feel she has gone to good hands. Since then we have both had health problems, so we know we did the right thing in parting with her. We still have our happy memories of sailing both English and French coasts, exploring creeks and harbours on the way, meeting many people and making friends in many places.

Linden Blake (2006)

Bora-Bora

French Polynesia

16°30' S - 151°45' W

By Rémy Roy

In a sailor's life one of the most common dreams is to sail in some of those turquoise waters you can see on postal cards. Amongst them Bora-Bora represents certainly the summit. Coconut trees, *vahine*, blue lagoon and white sandy beaches: "*Maeva i Bora-Bora!*" *(Welcome to Bora-Bora!)*

Almost just in the middle of the greatest ocean of the world it seems that a god has spread few pearls on the surface like some flowers in a garden. Originally named Vavau the legend says that Bora-Bora is the elder of the islands. Its discovery was made by the captain Cook in 1769 but the paradise reputation came after the captain Bougainville visit few years later. Since that date, with the philosophers help, Bora-Bora has been described as the paradise representation or the Promised Land on earth. And if it is not that is just like it. The reputation has been made by sailors' reports describing the wild nature but also the naked *vahine* (Polynesian word meaning woman or wife). Since the modern boat and plane inventions the Polynesia has been the dream of voyagers from generation to generation. And since the beginning of the 20th century and early circumnavigators of the yachting age that becomes also the yachtsmen dream. If you ask to a yachtsman who has stopped his journey in the Caribbean islands where he would like to go next, there is a great chance he will answer to you: "to Polynesia!" The ones who are coming from there are speaking of those islands with sparks in their eyes.

Above: aerial view of Bora-Bora on which you can see the sole pass on the right and the airport on the motu in the foreground.

Right: the Otemanu Mount , the higher summit of Bora-Bora.

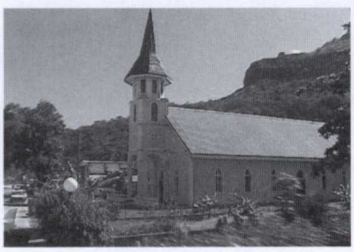
Therefore you can imagine how it is difficult to write anything about Polynesia and specially Bora-Bora without superlatives. It is just like to speak about the girl with the prettiest face and the most beautiful pearls necklace you have ever seen and of whom you fell in love...

To speak as a geographer Bora-Bora is an old volcano surrounded by a turquoise lagoon and a string of flat smaller islands called *motu* in Tahitian language. Being at the same time a high island as an atoll Bora-Bora is the result of three millions years of evolution. The volcano cone has sunk in the waters creating between the surrounding coral reef and the mainland a beautiful blue lagoon with translucent waters. The volcano summit (called

The main pass Te Ava Nui.

Motu Tapu where have been made the famous movie ''Tapu'' in 1931.

The little harbour of Vaitape.



Vaitape downtown...

Alain Gerbault's grave on the Vaitape quay.

The famous black pearls which are the most popular souvenir (not the cheapest).

Otemanu mount) is now 727 meters high. The mainland is almost 9 Km long and 4 Km large and if the emerged lands represent 29 square kilometres it is 78 square kilometres of water which are offered to you in the lagoon for sailing. This well named "Pearl of the Pacific Ocean" has only one entrance to the lagoon in the west of the barrier reef, *Te Ava Nui* (meaning the great pass).

Navigation in the Pacific area is particular because of the tide currents you can encounter in the reef passes which can be sometimes more than 10 Kts. The tides are almost always at the same hour with the higher level at noon, so the best to arrive at a lagoon entrance is just before noon. By the way it is also the hour of the sun zenith which is good to avoid the gleams on the waters. Navigate with the sun in the back or at the zenithal point must be a rule to navigate safely in the coral waters areas.

Here at Bora-Bora the tidal current in the pass is not very strong but there is one, so try to make your entrance before noon when it is the flood time.

Inside the lagoon you can navigate almost everywhere. There are buoys but if the entrance ones are to be used in the usual way (green cone on starboard and red cylinder on port), once you are in the lagoon you must let the green buoys on the reef side and the reds on the mainland side whichever course way you sail...

The main city of Bora-Bora is Vaitape where you can find a little wharf. The yachts must berth alongside the exterior side of it. The little harbour is reserved for liners tenders or the inter islands shuttle boats. On the quay you will see the Alain Gerbaut's grave the famous French circumnavigator who crossed the Atlantic in the early 1920's and wrote many books about the Polynesia. Vaitape is mostly an administrative centre but you can find also a craft shop where you can buy some souvenirs as carved tikis or pareos. You must also visit the jewellery to see (maybe to buy some) those splendid black pearls which are one of the most representative symbol of the French Polynesia.

Since the tourism increase we must admit the truth of the disappearance of a great part of the wild Bora-Bora. Nowadays there are many hotels with those rooms built on piles. It could be very pleasant to stop there for one night or two but that is not the real Polynesian world. If you want to stop somewhere and be in touch with the locals it should be better to go in some of the boarding houses where you will encounter nice people who are always ready to be very pleasant to you especially if you take some interest in the original culture or in learning some Polynesian words...

During your navigation in the lagoon you will see some little jetties: you can stop alongside of some because they are usually the way for going to a little restaurant or a pearl farm you will be allowed to visit if you ask it.

Just north to the Vaitape bay is the Bora-Bora yacht club where you will encounter other sailors, take some news about the nautical events or just have a drink or a meal with a pleasant view.

Except the *motu mute* where the airport have been constructed by the American forces in 1942, in the northern part of the lagoon the motus are habitually deserted islands planted with coconut trees. You can stop in front of them and go ashore but remember that the motus are generally owned by someone.

Nobody will say something to you but be sure that the owner will know that you have stopped on its island, so if you go ashore don't loot the place by picking the fallen coconuts for examples as they are usually an income source for the owner. The better way to visit a motu is to ask to a local who will sail with you to its place and explain to you everything and maybe will organize for you an *ahimaà* (the Polynesian way of cooking food on red-hot rocks in the ground).

The most beautiful part of the lagoon is

Above: an *ahimaa*, the polynesian oven dug in the ground...

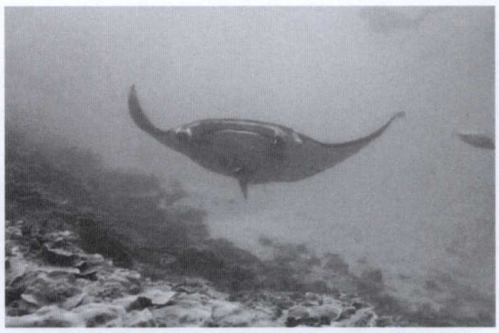
Top right: one exemple of the underseas beauties in Polynesia...

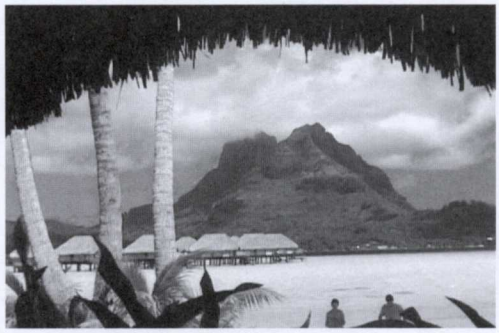
Middle right: one of those hotels built on piles in the lagoon.

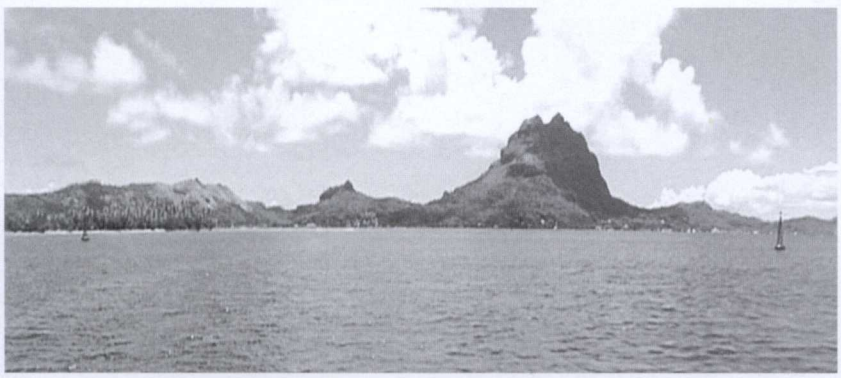
Bottom right: aerial view of the coral barrier reef with some of the motus.

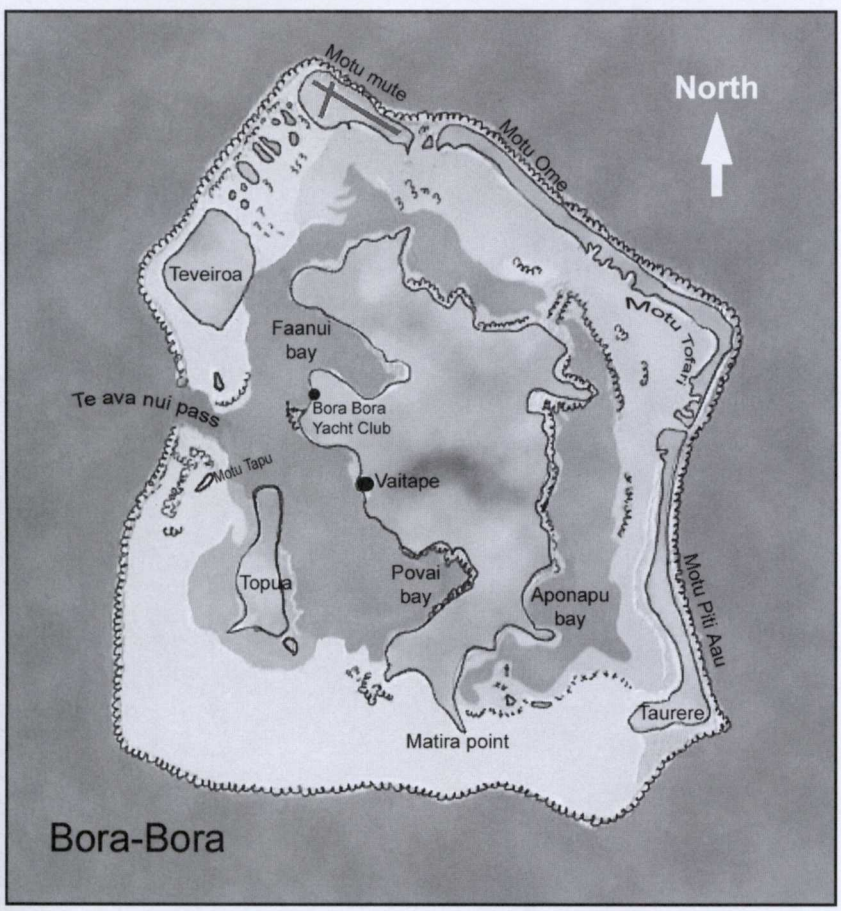
Below: Bora-Bora view from the entrance of the Te Ava Nui pass.

the southern one where the water depths are not much more than 3 or 4 feet (perfect for the Polycats!). Here the water color is really turquoise. Because of the coral heads you can encounter on your way it would be better to place someone at the stem for watching the hazards. You will for sure have the impression to sail in a swimming pool. You can moor there for swimming or for the night to finish letting to you the impression to leave at the end of the world… And finally, if you would not have the intention to come back could you think of sending a postcard to us…







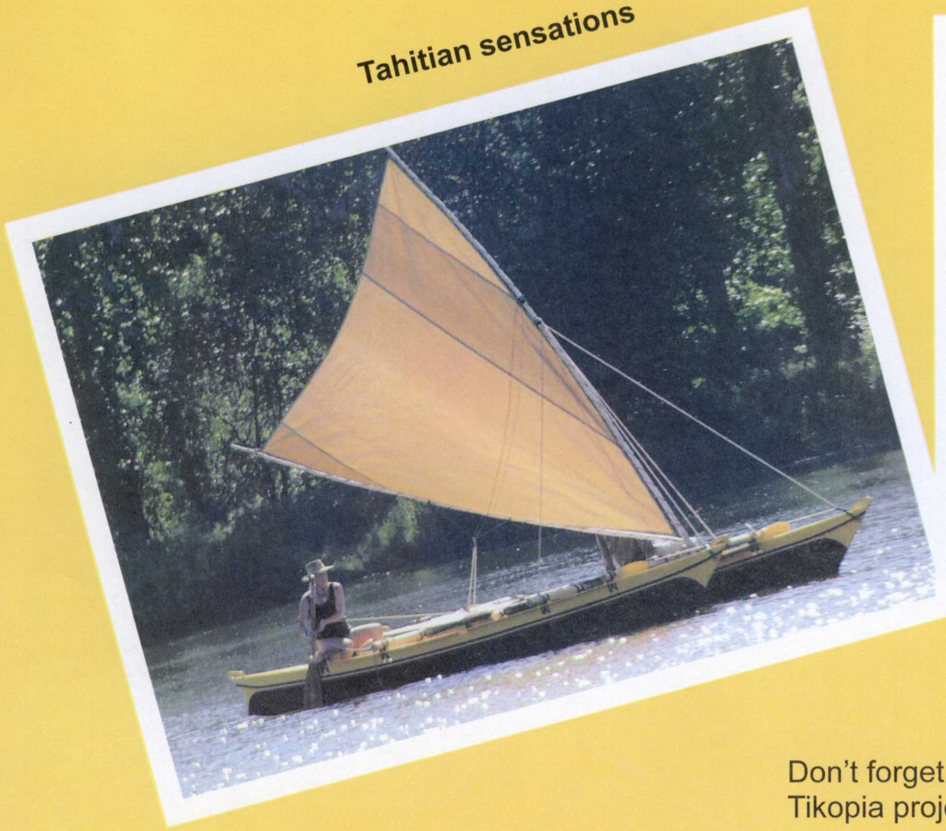


Bora-Bora

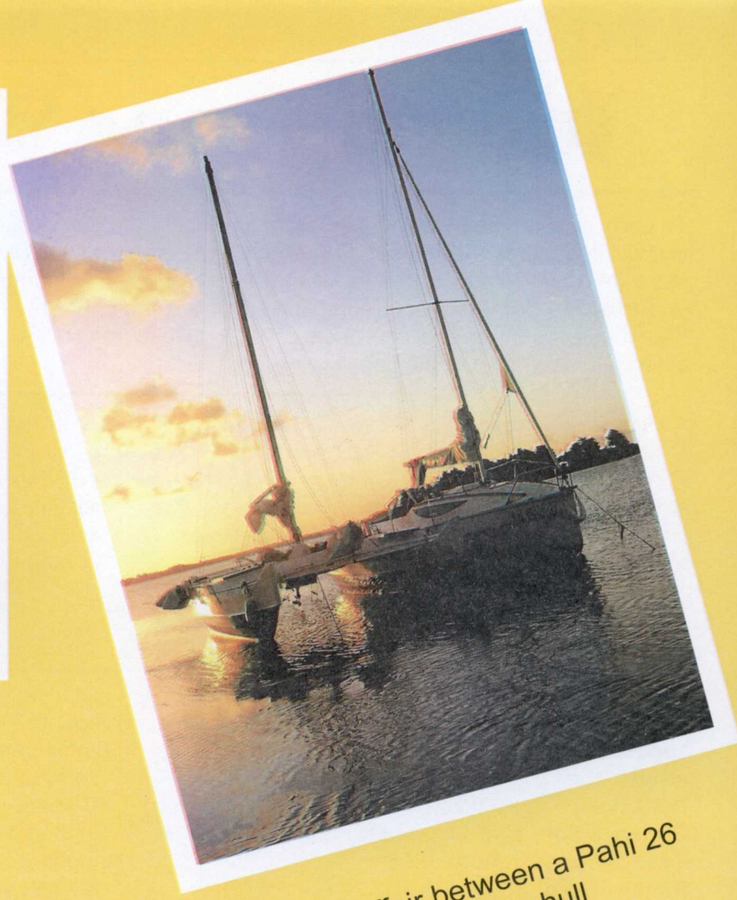
Bora-Bora belongs to the Society Islands group in French Polynesia
The French Polynesia has a special status in the French territory. It is a TOM (overseas territory) which has its own government and its own money. This currency is the CFP (Franc Pacifique) and the parity is 1€ for 120 Francs CFP (1US$ = 98.5 CFP).
French is the official language spoken everywhere. Tahitian is the indigenous language but there is a Paumotu language in the Tuamotu Islands and a Marquesan language in the Marquesas. English is spoken by most of the people specially the ones engaged in tourist business.
The main event is the *Heiva* in July. During 15 days there are festivities like canoes races, traditional dance contest or traditional sports competitions.

Quiet sailing at sunset in Croatia

Tahitian sensations



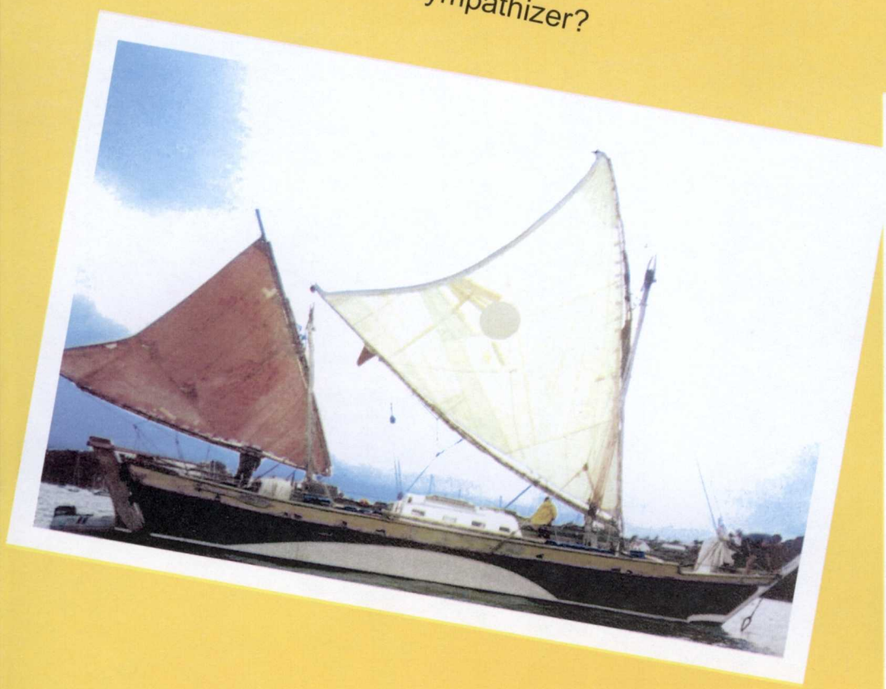
Don't forget the Tikopia project...



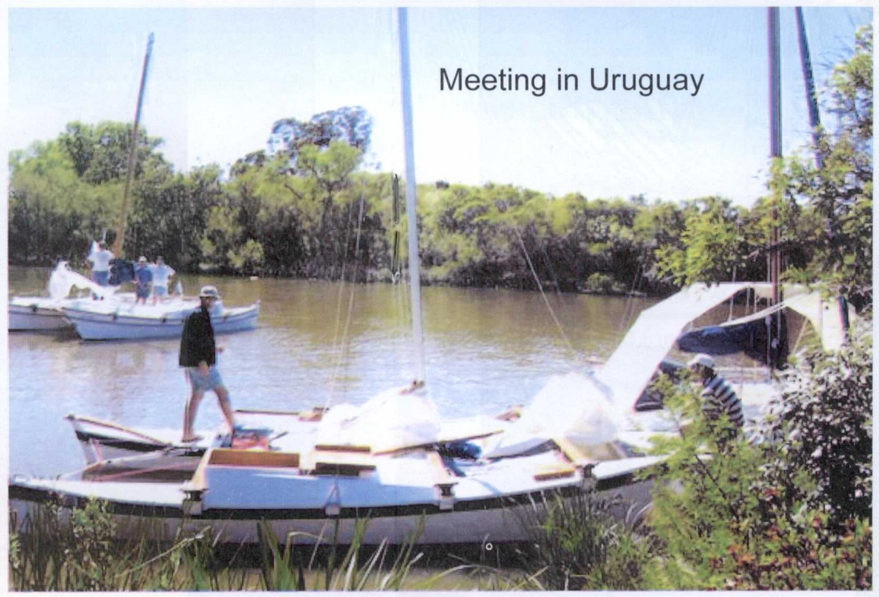
Love affair between a Pahi 26 and a monohull

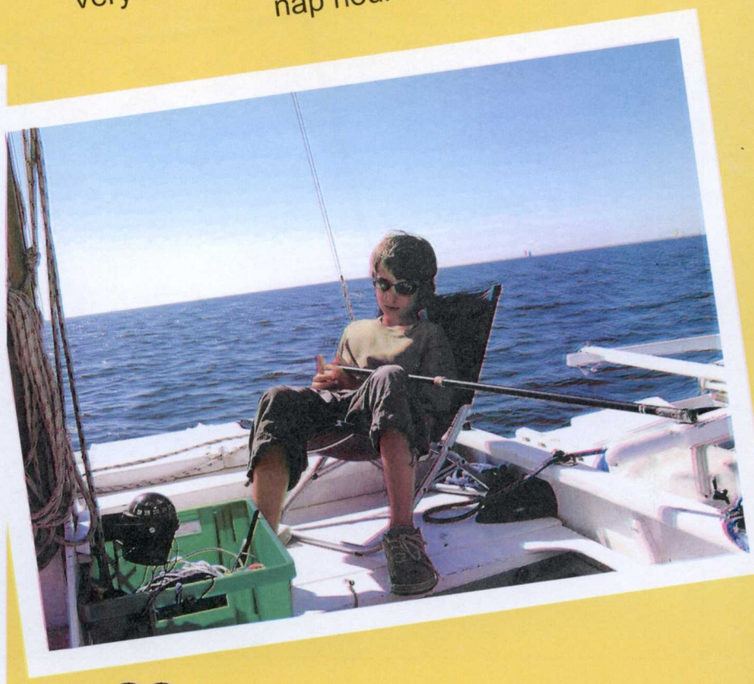
Very hard to keep the eyes opened at the nap hours...

Polynesian spirit sympathizer?



Meeting in Uruguay





Insuring your Wharram

To carry on with the investigation about the insurance companies capable of insure your own Wharram you will find under a little insert from Ann Clement about their Tiki 46, Peace IV.
More than that I have asked to several French insurance companies to study the same case than the one exposed in the previous magazine. For the moment only one broker (but one of the greatests in France) has sent to me a response. As you can read, it is very interesting to see that there is a difference according to the flag you fly…

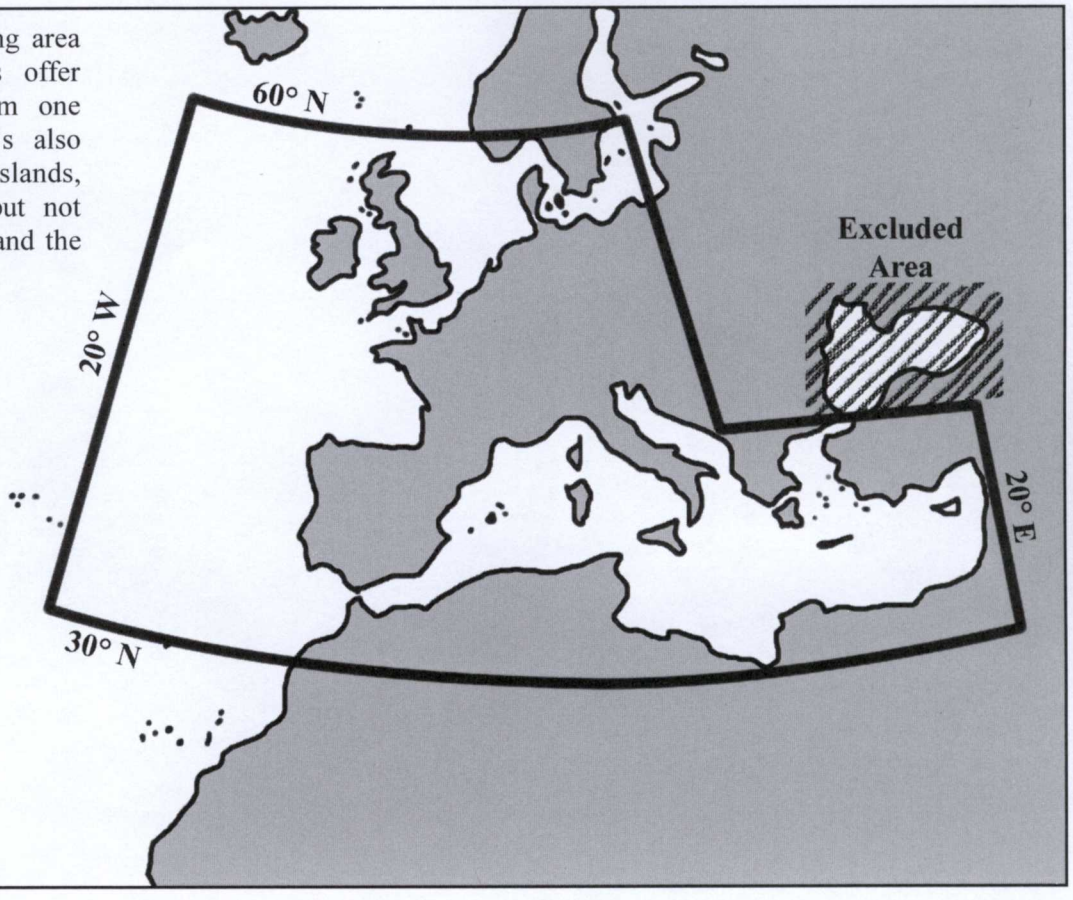
Our Tiki 46, Peace IV, is insured for 250,000 US on a Lloyd's policy through St Margaret's. We have Caribbean and US East Coast coverage which costs us around 3,000 US. They use our UK address for this policy and they were happy to extend this coverage to us.

I used to have Pantaenius for my old boat (an American built monohull) which I single handed extensively and had no problem with them, but they would not cover any catamarans. I have had over 50,000 miles sailing with no claims and Nev and I have cruised over 25,000 in Peace IV with no claims and this includes 3 ocean crossings, but Pantaenius would still not cover us.
We hope to continue with St Margarets.

Ann Clement

To remind you of what was the case studied in the previous issue of the magazine, here are the specifications of the Wharram we would like to insure:
Boat type: Tiki/Pahi 26
Construction: plywood/epoxy
Year of construction: 1995
Sum insured: 8300 € *(1€ = 1.28$ or 0.67£)*
Laid up 1st November to 31st March
Swinging harbour mooring
Cruising area: UK inland & coastal waters including the Isles of Scilly and Channel Islands, Brest to Elbe and Ireland.
Single handed sailing.
We have full no claims discount.
20 years experience in various sailing craft from dinghies to 31 feet cruising yacht, day sailing and longer coastal passages and cruises in UK coastal waters.
Here are the two responses from the French insurance broker *Armanien Nautile Plaisance* in Marseille city; ***www.assurances-plaisance.com***

Considering our cruising area the broker made this offer which is the minimum one covering the ours. It's also including Canaria Islands, Azores and Madera but not the Bosphore Straight and the Suez Canal Entrance.



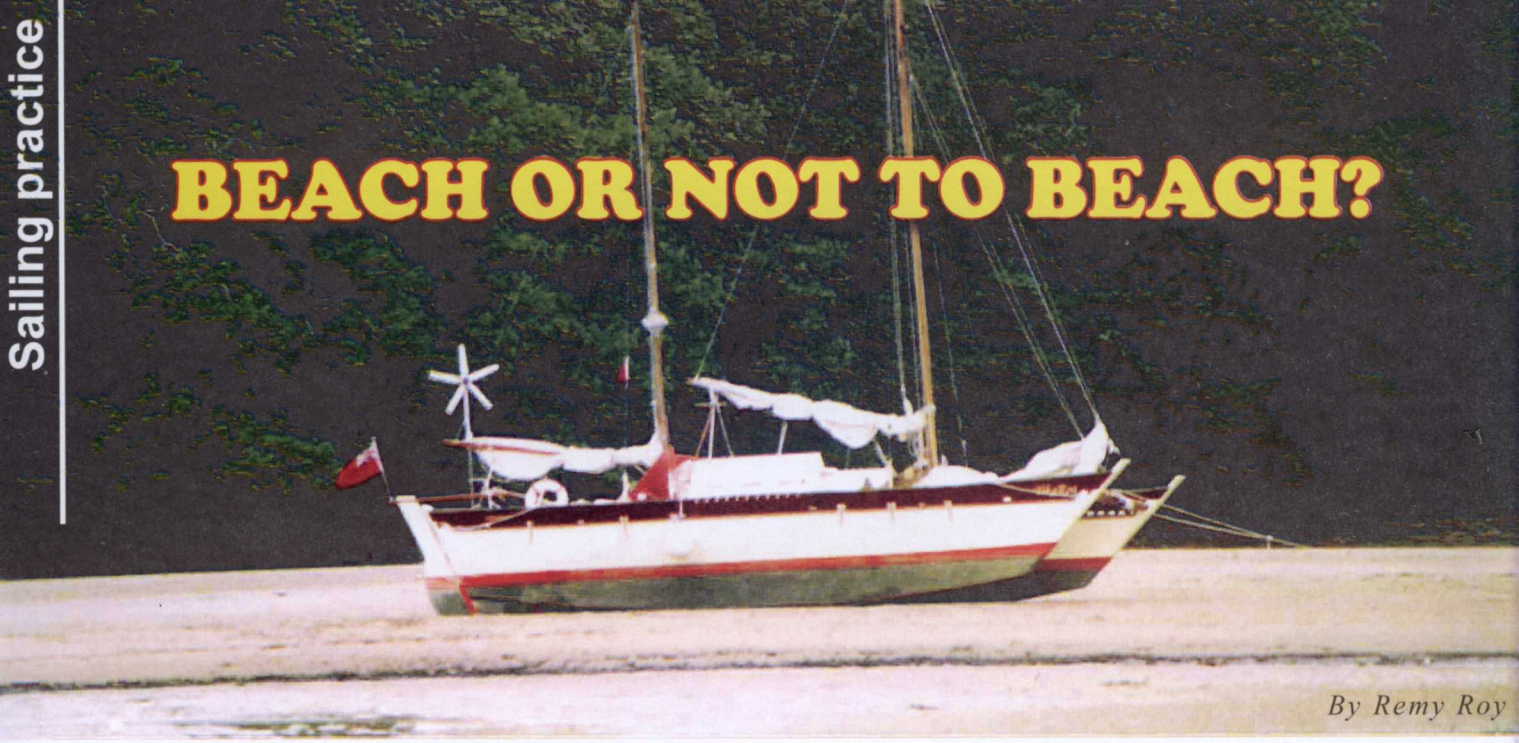
Home port of the boat (and flag hoisted): United Kingdom

Warranties	Capital insured	Excess
Civil liability	4 573 471€	76€
Defence & Claim	unlimited	
Refloating expenses	2075€	
Search at sea expenses	1144€	
Total lost and robbery	8300€	
Damages	8300€	122€
Masts, sails and rigging	8300€	183€
Part thefts, accessories and personnal effects	1660€	122€
Breaking & entering thefts for outboard engine and tender	Residual value	229€
Marine personnal warranty (maximum of 10 passenger). Per passenger:		
Death	7622€	
Permanent infirmity	15 245€	
Treatment expenses	762€	
Annual contribution ex VAT	**216€**	
Plus 1st year adhesion	46€	

Home port of the boat (and flag hoisted): France

Warranties	Capital insured	Excess
Civil liability	4 573 471€	76€
Defence & Claim	unlimited	
Refloating expenses	2075€	
Search at sea expenses	1144€	
Total lost and robbery	8300€	
Damages	8300€	122€
Masts, sails and rigging	8300€	183€
Part thefts, accessories and personnal effects	1660€	122€
Breaking & entering thefts for outboard engine and tender	Residual value	229€
Marine personnal warranty (maximum of 10 passenger). Per passenger:		
Death	7622€	
Permanent infirmity	15 245€	
Treatment expenses	762€	
Annual contribution ex VAT	**239€**	
Plus 1st year adhesion	46€	

BEACH OR NOT TO BEACH?



By Remy Roy

Amongst the numerous catamaran abilities there is the one of sailing in shallow waters and the other is to stop where keelboats can't. To stop on a beach is not so evident than it seems to be. Some precautions have to be taken. But when everything is going well the beaching is really a great pleasure.

If beaching is one of the ways to stop a sailing practice session it seems that it is not a natural way for most of the sailors. For hundreds years, the shores have been synonymous of wreckage or danger. The sole possibility to stop was to enter in one harbor. With the growing of the modern sailing practice as leisure and particularly the multihulls arrival in the sailing world many little creeks and bays became a possibility amongst others to stop for one hour or one night. The low draft of the multihulls allows them to put their bows directly on the sandy beaches but some precautionary measures have to be taken before to reach the coast line if you don't want to pass from the sailboat state to the one of wreck…

Beaching a cat implies you have put together the followings:

- A beach or a place where the security is sufficient for allowing a sudden wind rotation.
- No underwater hazards.
- A good nature of the bottom soil.
- A reliable weather forecast for almost the hours you will be beached.
- For the tidal zones, a reliable timetable.
- Crewmen who have been prepared and who know what to do exactly.
- And, of course, a beach and a boat…

It doesn't matter much whether the time you want to stay beached (few hours, a full night or even few days…) a very good study of the place is indispensable. If you don't already know the place that work begins with the chart studying. You must answer to the questions:

Is the beach easily reachable?

Is there any exposure to the main winds or, at least, to the winds blowing during the time you will be beached?

Do you know if the bottom soil allows you to beach?

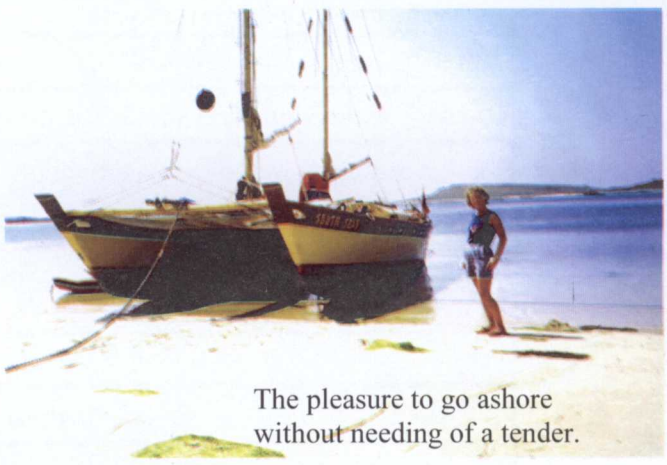
In the tidal zones you must in more be able to answer to the additional questions:

Is the tidal timetable reliable? (Particularly during the night if it is suddenly necessary to leave the place)

Do you know if you are in a spring tide period or no?

It is better of not beaching during the highest spring tide of the year. You might have to wait for a long time before to be allowed to refloat. I have known a monohull which stayed in the mud during two full months in the Golfed u Morbihan, France, because the place was too muddy for allowing a crane to come and because he beached during one of the highest tide of the year. Even in the Mediterranean area there are some small tides that could be more than one meter in Lebanon.

You must also have the same vigilance with the underwater hazards. It is existing some places where you can see nothing at high tide but full of hazards at



The pleasure to go ashore without needing of a tender.

low. In the French Channel Islands of Chausey it is said that at high you can see 52 islands (one for each month of the year) but 365 rocks at low (one for each day)! Of course it is more an odd than the truth but those who have sailed in those waters may know what I am speaking of. Imagine that you are beached with one hull of your cat on a rock summit and the other one two meters lower on the sand. The situation could become quickly uncomfortable.

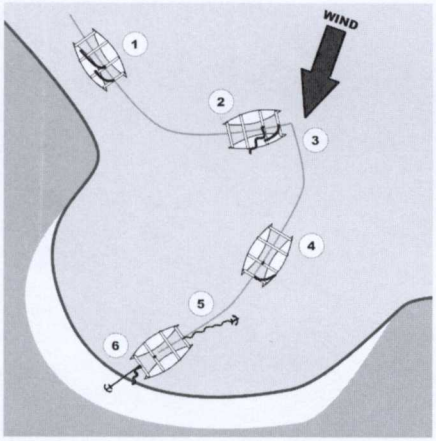
When you are certain of anything you can think of the appropriate way to beach. Whatever your cat is, a small one or a bigger, the process is almost the same. The small cat advantage is to have a smaller draft and to be lighter which means that you can hoist her higher on the beach in case of needs (sudden bad forecast for example). The Tiki 21 is the biggest Polycat you can think to do it with. A bigger cat may be trapped on the beach with the risk of being completely destroyed by the waves.

Ideally you should have at your disposal a small creek, landlocked enough to be protected from the bad weather I know some in the Scillies, the Channel Islands, in Brittany, Corsica (see the past Cat Corners in the mag). As this is quite seldom seen you must be prepared for the worst.

A priori there are three situations you can encounter: arrival with winds from the beach, arrival with side winds and, finally, arrival with winds from the sea. In the two last cases the height of waves (maybe breaking ones) is added to the difficulties that could makes the beaching impossible or very difficult.

Whatever the configuration is, the most important is to come at the closest point of the beach with the right speed. Not too speed for not wrecking on the beach and not too slow to keep the boat under control.

As a sketch says more than millions of words would you watch at the ones under:



With the winds from the sea.

1/ Approach is along the coast but not too close to avoid a gust pushing ashore.

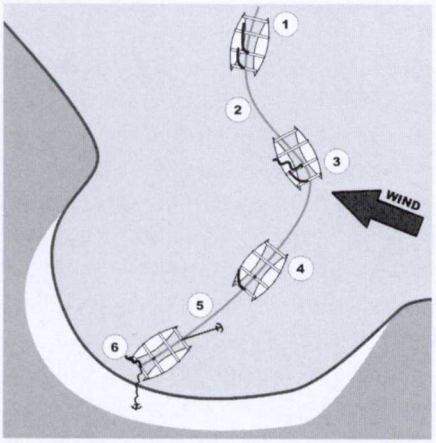
2/ Coming in the wind lower the main sail.

3/ Tack by pulling the tillers and keep the jib sheet hauled.

4/ Approach the beach under jib only. (Because it is easier to release and lower the jib when the wind is pushing).

5/ Throw the back anchor overboard and pay out the line until you reach the beach.

6/ When you are close enough to the beach release the jib sheet in the same time that a crew jump overboard (never between the beach and the boat to avoid a fractured leg) and settle the forward anchor down. Only when the



With the winds from the side.

1/ Approach is straight to the coast.

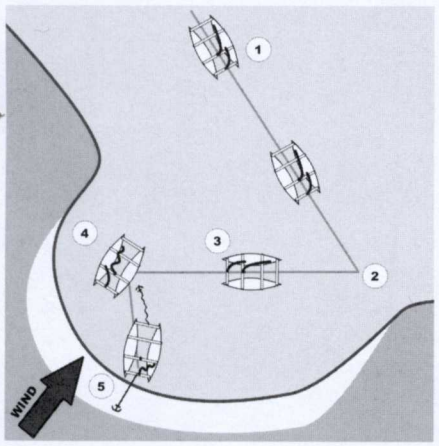
2/ Coming in the wind lower the main sail.

3/ Pullthe tillers to keep the speed and the jib sheet hauled.

4/ Approach the beach under jib only (For the same reasons exposed upper).

5/ Throw the back anchor overboard and pay out the line until you reach the beach but keep a little tension on it.

6/ When you are close enough to the beach release the jib sheet in the same time that a crew jump overboard (never between the beach and the boat and settle the forward anchor down. The rest of the handling is the same as upper. This situation is the one wher the tension on the two anchor lines has to be almost the same to avoid drifting ashore on one side.



With the winds from the beach.

Approaching with the winds from the beach is the the much safety way because even with strong winds you will not encounter waves and if you miss the manoeuvring you usually just have to do it again. Pay attention of which tack is more favourable because the wind is very rarely coming right in the middle and in front.

1/ Approach is along the coast. That could be very close because the wind is pushing you away from the shore.

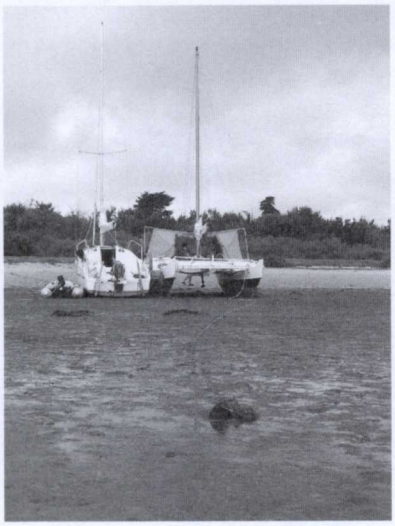
2/ Tack close to the shore but try to keep a good speed.

3/ The last long leg is for reach as much as possible the beach before the last tack.

4/ During the last tack tou can lower the main sail. You can keep the jib sheet hauled for a time before release it in the way to help the cat to tack

Now that we have learnt the beaching basics, it could be helpful to see what could be done or not in the beaching technique. To do it my proposal is to study some of the pictures which are held in the PCA photo archives.

Here are two pictures of the same beaching party which could illustrate in the same time what could be done and also the contrary. As we can see the beach is perfect, not very exposed to the elements and the cat (Pahi 26, Ann Perigot) is perfectly beached.



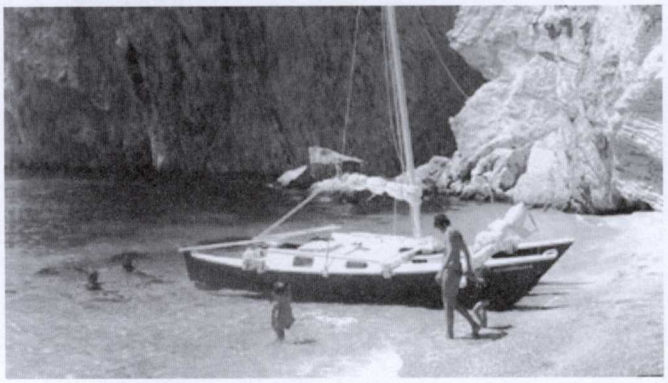
There is only two reproaches which may be done. First, the better way is to beach boats separately which avoid damages if sudden swell appears when the boats are refloating.

Secondly, the two boats are not of same type. In that case they don't have the same flotation possibilities which means they will not refloat at the same time. Probably the monohull will refloat first due to her hull shape more voluminous in the bottom. Here there is not really a danger because the bay (in the Morbihan, South Brittany, France, I suppose) is not exposed but the situation could be more difficult in some other places.

Below the situation is not the same because the cats are of same type and almost of same size.

Those two famous pictures from the archives illustrate a situation that could become worrying in some conditions. Above - there is a beach quite exposed in a tidal zone. It must hope that the weather would be still find when the time to refloat comes.

Below, the location is in Greece, so there is no worry about the tide, but even here, and even for that short stop, a line at back could be helpful.



Below, some of you can recognize the odd PHA. The picture was taken during the last meeting in the Glenans archipelago (France, South Brittany). Here we can see that there is only one anchor line in front which is not worrying in that particular place (it is inside the archipelago, near the Penfret Island, where ther is not often breaking waves or swell but you can note that the cat have swung on the anchor to finish parallel with the beach. On a more exposed coast line the boat could be drifted ashore with no possibility to tug her with the help of the back anchor line.

Here is one illustration of what could be dangerous under some conditions. Even if that picture was taken during a departure that could be the same during an arrival. Suppose that you have asked to the crew (Sorry James) to jump for holding the cat. It must hope that, in that particular case, the wave will not hit the boat too heavily otherwise you could have call the ambulance for a broken leg. Forget the lee side jump batween the boat and the beach...

One of the most dramatical picture from the PCA archives. The Ted Moulson's Tane "Astrophe" came ashore in October 2001 during a Northwesterly gale. She was broadside on to the beach when some people got there. They had a fair struggle to get the bows to point round up the sand but once there she sat quite reasonably and it was just a wait then for the tide to go out. Damage sustained was not too bad. It could have been a lot worse. *(see Sea People n°44)*

Nine years earlier, Eddie Evans lost her Tangaroa, Gaia, in Spain near La Coruna, in the same conditions. The boat was totally pound to pieces by the storm swell. *(see Sea People n°12)*

Note that in the two cases the cats were not firstly volontarily beached but at moorings. Never forget that in boating the danger come from the shore...

Here are two pictures of what can arrive sometimes. Above —, a long time could be spent before the rising tide get there. Probably the cat have been beached there during the high of a spring tide…

Below, we can see the odd James' Tehini in what is not a very good situation because of the starboard hull beached upper than the port one. As it was in Truro were no big swell have not been seen for years or more, this is not worrying. Just a small attack to the pride (still sorry James). I had encountered a worst situation on a monohull in North Brittany near St Malo when my keel decided to beach on the summit of a big square rock during the night. As there were abolutely no swell nobody have heard anything before it was already too late (we were deeply asleep after a well laced party). This have learnt to me to never sleep before the low tide when it is time to beach (so don't drink too much!).

News From Sea People

URUGUAY

First South America Meeting at Riachuelo.

Long weekend October 14-15-16, 2006 was the perfect excuse in order to meet some catamarans that usually sail in the de la Plata River, between Piriapolis (Uruguay) and Buenos Aires (Argentina).
As you may know, in this latitude it is not extended the catamaran sailing; but we think that step by step the interest of sailors of theses countries in increasing.
Sailing in Buenos Aires area is quite difficult nowadays as the river has large parts with shallow waters where monohulls run aground frequently and have to wait high tides to set sail or return to port.
Pics of the Meeting are being sent to the pictures address, and we have some short videos, too. If you consider they are of interest, I can send them too (some of the meeting itself and one took from a Tiki 26 that shows a Tiki 21 under two reefs in 25 knots of wind sailing upwind at 7 - 8 knots.
More comments about the meeting and pictures and videos can be reached in this link:
http://www.promax.com.ar/forajido/viajes/encuentro_catas_riachuelo_2006_fotos.htm
Fair winds for all.
Regards
(Luis Nin Estevez/ Tiki 26 "Polynesia" – Uruguay.)

Up: Wharram Toys or a model?

Left: Seems to be a very good party...

Up: Lunch time under the bimini. Who said that Uruguay is a cold place?

Middle: The nose in the grass. Nap hours in a natural garden.

AUSTRALIA

Just an update on my Tiki 30 build.
At the time of writing I have finished both hulls to the sheathing stage which I have just begun. To turn the hulls I jacked them far enough of the ground to allow for the cabin tops to clear the ground on turning. I bolted two pullys onto a rafter inline just at the back of the cabin and the other two above the position of the front crossbeam. Each pully was about 400mm out from the hull sides. I used a 14mm continuous rope through the pullys and under the hull. It took almost a full day to lift the hulls and then lower them but only about five minutes to turn them. The weight of each hull was aprox. 300kgs. I weigh each completed part of the hull as I progress.
Before I dismantled my long work bench "I had to turn the hulls", I decided to build the mast. I thought about an aluminium extrusion for the mast but found one of the right diameter and length impossible to obtain. I made it out of western red cedar to keep the weight down. But it still weight 43kg. Reading in SEA PEOPLE no.63 how Bertrand Fercot made a bracket to support each end of his mast I decided to do the same. It sure made it a lot easier to epoxy and paint the mast. THANKS BERTRAND!
Goodbye for now.
Rob & Christine Sewell, Bruthen, Victoria, Australia.

USA/BAHAMAS

July 13 2006. Rarely does the weather cooperate with our boating plans, but during the past two weeks it has served our needs perfectly. Just before they hauled us out, it rained so much we were forced to rest a lot. Same for the day of the haul which had been a tense time because it was our first ever haul with this boat. But after that, it stayed dry almost the whole time so we could sand, repair, and paint outside all day, every day. We worked to exhaustion and were grateful to do so. The day we launched again, it stayed dry just until we got all our equipment back aboard and the anchor set properly at high tide in a nearby mud flat. Then it rained hard and Peace scrubbed herself nearly clean of the yard dirt and refilled her water tanks too.
Yesterday and today it has been warm and sunny again so we have moved the boat to deeper water and begun tightening the foremast rigging, bending on sails, and tidying up tools etc. I do not think. I could have ordered up a better weather schedule.
July 16. We stopped in Portsmouth last night and boats were sailing in and out past our anchorage. That harbor has more than its fair share of yawls, gaffs, and generally well restored classic yachts and even speed boats. We were out on deck working a new method of tightening the rigging even more which has resulted in much better support for the foremast, and people came by to chat so it was a pleasant stay.
This morning we are heading south again but our company is the famous right whale population around Stellwagon Banks. We saw several on our way north here, but visibility is better today. Another thing that is better since painting the bottom is our hull speed under power in calm conditions we get over 7 knots now. So Nev and I have decided not to change the carburators on our 9.9 Yamahas after all. That would have made them into 15 horse motors, but it is not needed now.
With all the repairs done to mast and mast case, we were finally able to raise the foremain sail with it's recut luff minus the luff pocket which had chafed through in several places from the halyards. We now have rope lacings as per the John Leather Gaff Rig book and it raises and lower with ease and still sets well. When we can afford it, we will have the main done the same way. We are just too old to struggle with the luff pocket sail cut which always bound up on us. If there is a trick to operating that luff sleeve, we never found it, and we did try!
A special request:
Recently, at a pig roast, I met a professor who teaches about the literature of the sea at university level. Laughing and joking around, I told him about my sailing letters and recent articles in Multihull Review. Then he wanted to hear all about us living aboard, and our cruising life. Well, he was not laughing or joking around when he suggested that I should write a book! But maybe, I thought, maybe he was just nuts. So I asked the editor at Multihull Review - the guy paying me money for those articles I have been writing. He might also be nuts, but it is nice that he pays me for doing writing which I enjoy. He took the book idea seriously, offered to edit my work, and was encouraging too. So... I am starting to consider this idea of writing a book and would be pleased to have some feedback from you readers of my cruising letters. I would start with my years of solo sailing on my old 28 foot monohull and go right on to this boat's build and cruising life.
There is one problem though. I have terrible handwriting and only have this tiny pocketmail gizmo and it is too wimpy to write a whole book. I need a laptop that can run on 12 volts or that I can use with my small inverter. I do not need a new or very powerful laptop. I just need to be able to write and down load onto a floppy disk or CD. If anybody has such a laptop that is not being used and needs a good home, please contact me at peacefour@pocketmail.com. I am told that some folks even throw them into the garbage after a few years of use! Due to recent heavy expenses, I am really looking for something ultra cheap.
All the best,
Ann and Nev aboard Peace IV, Bahamas.

Ed: for the book, just go! Let us know when it is on the market. I am sure that many of us will read it...

MAKING LONGER PASSAGES

By Ann Clement.

People often ask what Ann and Nev Clement do to prepare for making longer passages. With the great experience background they have accumulated over the years they give to us their advices which could help some of you...

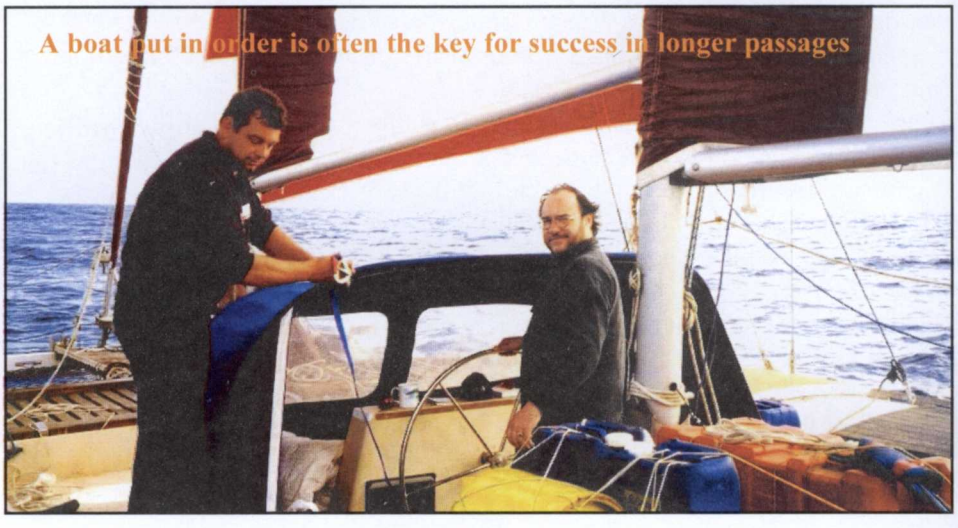
Certainly there are many people better qualified to answer the question than we are, but perhaps our perspective will help someone planning their first passage and we can hope they will consult others for more ideas.

We just anchored at sunset last night after a mere 36 hours of sailing from Sandy Hook near New York, down the Jersey coast, through Cape May, up the Delaware, and into the C & D canal, and into the Chesapeake to anchor in the Bohemia River. The winds, currents, boat, and ourselves were ready, and the weather persisted favourable, so we just kept going and passed several opportunities to stop and anchor along our way. It wasn't like the last transatlantic passage we did, but it brought back some memories.

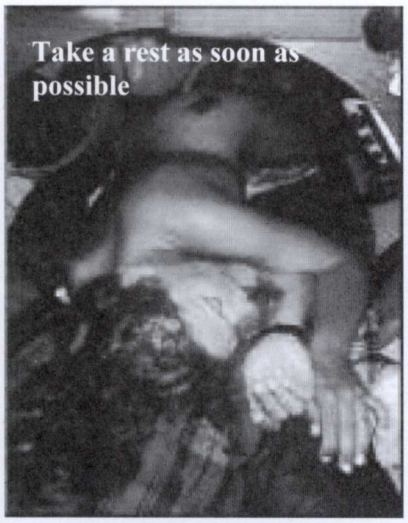
I am tired now, so that is the first thing I must impress on you. If you are sailing alone on long passages as I used to, or short handed as Nev and I do now, you must plan on getting very tired and that will be the basis of almost everything I say. If you are getting older each year, you will notice that the tiredness factor increases much faster than it did a decade ago. You must plan on tiredness and allow for it in all things.

While a cat allows better rest than a monohull, it is still sailing and you do not sleep deeply.

You will be too tired to want to fix stuff on the boat so keeping her in excellent repair at all times is best practice and anything less does not make sense. Even day sailing deserves that much respect. If you have to fix stuff on a long passage, you might not have enough creativity to do a good job, even if you are able to remember where you stored the right tools, the needed materials, and get organized with a plan of action. Stuff tends to break in dark and stormy weather, and you will be even more tired then... If you are sailing together, you will need to communicate in case both are needed to make the repair or one put the boat on a certain tack and keep her there while the other works on the repair. Tired might equal grumpy. The broken thing might cause fear that brings anger in some folks and all that will make communicating harder. It is best



A boat put in order is often the key for success in longer passages


Take a rest as soon as possible

to start out with the repairs list crossed off.

You must keep your tools where you can find them and keep the most used tools quite handy. Nev is wonderful at fixing stuff, he knows where he has stashed whatever he needs but his tool storage in the starboard bow always looks messy to me. Peace IV was the prototype and we have sailed her hard for the past 4 years, fixed the inevitable design glitches, finished building, altered, etc. He does electrics, plumbing, carpentry etc. I do ropes, rigging, epoxy, fibreglass, and paint from my work room in the port bow. We work well together, built the boat together, and I really appreciate his being reliably able to make needed alterations and repairs which was my weak point when I sailed alone on the old boat.

If you build your boat, you will understand every square inch of her, and be perfectly capable of fixing any problem unless you have fallen into the trap of getting too much complicated gear aboard and relying on it. Keeping things simple is the hallmark of serious cruisers and long passage makers. Simple and robust gear is what you want, so go for simple foot pumps for water and leave off the pressure water systems that require electric pumps, for example.

I always say that a proper boat is one that is ready to make a transatlantic on 20 min notice. Any of the Wharrams over 26 feet meet that description if they are in good repair, are kept topped up with fuel, water, and have stores of long life food in the bottoms of lockers. I know that Rory Mc Dougal took a Tiki 21 around the world mostly solo, but we are not all heroes. I would not hesitate to take a Tiki 30 across the Atlantic even at my age (62). If it were in excellent repair, I might try it solo even now.

Things that make life easier are the new GPS chart plotters. I resisted getting our Garmin for years, but now love it and Nev keeps doing the paper chart work as usual "just in case". The Autohelm 3000 works well if we keep the sails balanced but for very long passages well offshore, we use a Monitor with the air blade removed so it can be operated by a small electric tiller pilot attached by a long, light weight, pole (fibreglass antenna found in the trash). On the smaller boats, a trim tab on the rudder might work ok. The main thing is to counteract the apparent wind coming forward when the boat accelerates in gusty winds. Wharrams do accelerate and that is part of the fun, but it confuses wind vane steering.

Sail changes that have made things easier include rope lacings rather than luff pockets, booms with lazy jacks, better blocks than those recommended in the plans, and a wind shield and small shelter right over the helm.

Our tiny LED flash lights perch on our foreheads with elastic straps so our hands are free at night. If one is using his flashlight, the other inevitably complains about being blinded. Some have red lights but that does not help much. They are available at Walmarts and camping stores.

We keep food simple. Tins and dry food work well on long passages as do good old onions, potatoes, apples, cabbage, and fresh caught fish. Some day we will have refrigeration, but for now we are free to roam and it is good enough. Refrigeration, when it comes, will have its own solar panels, battery, and be ultra well insulated. One side will be a freezer, and another side will be just cold. We will build it ourselves to be sure of the insulation. It will probably break, so we will still mostly rely on the tins and dry food.

The take home lesson is: Keep it simple, keep it repaired, keep it stocked and ready. Keep yourselves as well rested as you can, be prepared to fix things, and do not trust electrics or anything complicated.

Advice: If you really want to do it, focus your attention and do it. Even tired, we both thoroughly loved this passage. Sore joints and tired muscles have not eclipsed total satisfaction with the boat, this life, and each other. Can you beat that?

Love, Ann *(Tiki 46, Peace IV)*

Note from the editor:

As I was a pro skipper I have always said to my crewmen that the most important things for the men (and women) on board is to keep you in good shape, which means to be rested (take a nap as soon as you can), to be well nourished, and to have a good hydratation. Respecting those three basic rules makes often the difference between a good or a bad passage.

Concerning the boat the rule is very simple: do as if you think you will capsize. Keep everything fastened or closed in boxes and lockers (think that your boat is upside down and that you must find a bolt in less than a minute). Always take the time to explain to each crew where the things are stored. *(Rémy)*

STARS WATCH

Since the modern navigation art have been invented, the way to know the time have been at some wars source. Knowing with precision the boat position (specially the longitude) was one of the greatest challenge of the eighteen century gloriously won by the english watchmaker John Harrison in 1761. His wooden watch is now fiercly exhibited at the Greenwich Museum. Before that date the only way to know the time was to look at the sky. Today that seems a bit mediaeval but that could be a good occupation during a long night watch or just for the fun.

For the sailors the watch is one of the most important navigational instruments. But there is other ways to know the time amongst them are the stars. Remember! In the ancient stories of Indians and cow boys there was always a wise man who said that the rain (or whatever…) would fall in two moons … So the hour, minute and second system has not always been the only one. In the past the ancients used to look at the sky to know many things. Here is one method to know the time just by observing the Great and the Little Bear.

The principle is simple. You just have to imagine a giant watch in the sky which is divided in 24 hours. This watch has only one hand made by the line between the North Star and the two stars of the Great Bear called Merak and Duhbe. This hand rotates in the opposite direction than the normal one of a modern watch.

You have learnt that the sky seems to make a full revolution in 24 hours. In fact it's in 23h56. As the exact duration of a day is 23h56 this watch gains 4 minutes each night this is to say 2 hours per month.

Each 6 march at midnight the stars watch indicate the exact time (GMT). By remember that it is now quite easy to know the time at any moment of the night whatever the date of the year is.

Suppose that the watch indicates 15h30 on the 15 August.

It's been 5 months and 9 days since the 15th of March (5 x 2hours + 9 x 4min.) That means 10 hours and 36 minutes which we subtract from 15h30.

15h30 – 10h30 = 4h54. So it is 4h54.

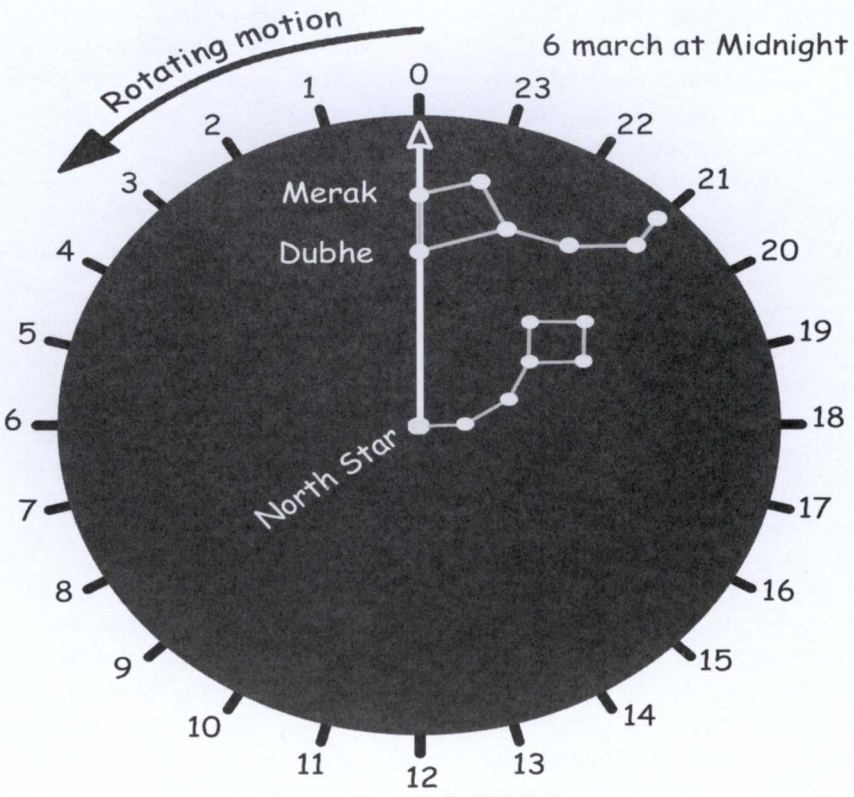
Suppose now that the watch indicates 9h00 that same day of 15 August.

9h00 – 10h36 = -2h24. As the result is negative we add 24h00 to the original 9h00.

(9h00 + 24h00) – 10h36 = 22h24. It is 22h24.

The precision of the stars watch is about 15 minutes. Of course, to know the local time you have to add or subtract the number of hours corresponding to your time zone. Trying to now the time by this way could be a good occupation during the night watch. There is no need of any battery but the sky as to be clear…

Rémy



LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS... LETTERS...

Do send us letters and postcards, emails, telegrams and porpoise post.
It's good to hear how things are going in your part of the world, and to share your concerns.

Dear Seapeople,
I have always enjoyed reading about the Austrian trailer sailing meets, and their ability to gather together large numbers of Tiki 21s, 26s, and even an odd Tiki 30 or Pahi 26. What a wonderful sight it must be to see them sailing in company, and a valuable and instructive event to take part in; whether sailing, building, or considering. Clearly they have well developed trailer sailing skills. Perhaps Gerald could advise us in this country, or perhaps the Austrians could hold a meet here.
Since finishing "Ganoe" (Tiki21) some four years ago, I have only trailer sailed her on Lake Windermere to date, which for a novice sailor is ideal, but would suit the experienced sailor as well. Until this summer the only other cat on Windermere was a Woods design (I think) of about the same dimensions as a Tiki 21. However this summer we encountered I think a 28' Tane, which was a pleasant surprise for both of us. Windermere could be a good place to hold an inland meet.
Whilst writing I wonder whether the magazine would consider a series of informative articles on the various aspects of sailing double sailing canoes. For Instance set of sails on various points, and in different conditions. In the back of the Tiki 21 building manual, James Wharram gives good clear advice on sailing a Tiki; but perhaps this could be expanded on.

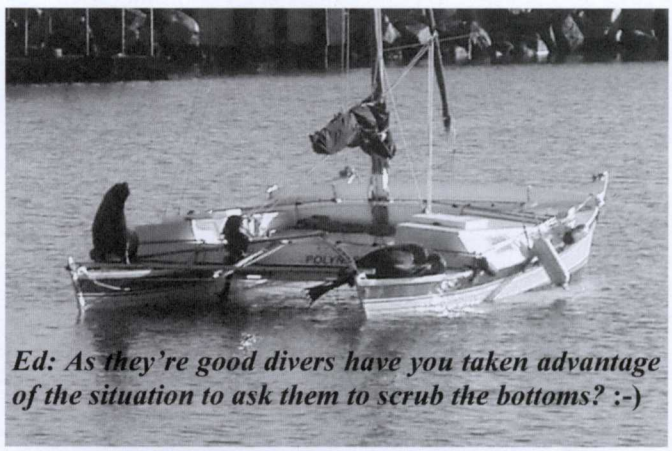
Regards. (*Charles Rees, UK.)*

Ed: Thanks for your proposal to sail on Lake Windermere. Maybe Gerald (who is for sure a great specialist of meetings organisation) would consider it. Concerning the mag contents, some informative articles have been published by the past. I will do it again in the future. I hope the one about beaching in this issue will fulfil your wishes.

Wonder Cream:
Some time ago now I started building a Hitia 17. Whilst I'm sure it's not the fault of the "West" epoxy, but as I commenced to epoxy my fingers started to burst open, deeply and bleed. The skin on my hands is very thin and I suffered every winter in the UK. Normally I have no problem in S of France but even with plastic gloves! The epoxy was into my skin and every week I had an outbreak of the same problem.
Fortunately last Christmas my daughter, a nurse, found a cream to combat the problem of thin skin. It's called "Lotil Cream" (30ml tube) but only available in the UK from Boots the chemist shops. This product is magic! In 1 ½ days the deepest split is virtually over and on application 90% of the pain has gone!
For overseas members the makers address is:
Fenton Pharmaceuticals, London, W1ll 6NS, UK.
Regards. (*Paul Bines, France.)*

Ed: As we can read it in several amateur building reports the epoxy resin is a miracle product but can also have a harmful effect on some skins. The Gougeon Brothers (West System inventors) sale some specific protection products as a barrier skin cream. They also recommend to wear a protective clothing, to never use a solvent to remove resins from skin except as last resort, to avoid inhalation of vapors and dust by producing a good ventilation, and to take a particular care to protect eyes. If you need more information I can recommend you to read the chapter 8 of their book, "The Gougeon Brothers on Boat Construction".

Hi Ken,
Here I attach a pic of my Tiki 26 "POLYNESIA" in the port of Piriapolis, Uruguay.
You can see two big seawolves, one in each stern deck.
Wharrams support anything, don't they?
Maybe they are interesting for filling some blank in a future PCA magazine!
Best regards, (*Luis, Uruguay.*)



Ed: As they're good divers have you taken advantage of the situation to ask them to scrub the bottoms? :-)

Dear Anita & Ken,
I have received the mag 65 yesterday. I did sit down, though, to relax & read the mag. What a surprise to see PHA at the Glénans Islands, & with us on board! We remembered how we loved being with Marie-Helène, Bertrand, Claude and then Benoit & family. What lovely people they are!
There are other photos that Claude took. I am taking the liberty of sending them to you. You will certainly appreciate the poetry that exudes from them.
Love, *(Danièle Volpelière, France.)*

Ed: It's always pleasant to read how the meetings are always a nice time to share even if there is not so much boats... Thanks for the photos. One of them were useful to illustrate the article on beaching.

Ditty Bag Ditty Bag Ditty Bag

Free advertising in the Ditty Bag for all PCA members. Boats, Plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

****** Ditty Bag ads will run automatically for 2 issues** (to give othe members space). If you sale, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed.*

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I am based in the Wirral, North West UK
Please call Brian Probert on 07967 800853

Unused Tiki 46 plans for sale (#22) €1,950
Discussions with JWD led to decision for bigger boat.
Roland.scheule@searesort.info
Tel: +49 751 76956 Mobile: +49 171 8160270

Tane 4
My *Tane LL* is now for sale with new beams, lashing like Tiki 26, more beam overall, new bridges, pod with lifting top, new cabin tops, new tillers, new raised hulldecks, etc…
Price £5215/€7950
Info: www.yspweb.net/Tane4Sale
E-mail: dihobi@web.de
Dirk Hortsmann Tel: 0049 521 23 78 15

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1 Hinemoa hull for sale.
Unfinished project, part sheated with Kevlar.
This comes complete with the plans to complete. Unfortunetely for sale due to lack of time to complete. Great opportunity to get a good head start on a boat of your own for the silly price of £200.
Contact Si Belk on 01472 321753

Various used anchors for sale
7kg **Plow** (CQR style) £20
7kg **Danforth** style £20
8kg **Brittany** (+ 4m of 10mm chain) £30
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Lengths up to 30m available
Ken Hook email hook.ken@virgin.net
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6 inch x 27 foot aluminium mast. Made for Tiki 26 but overweight. Double sheave aft and double sheave forward integrated into spar. Professionally made by Sailspar. Rope clutches, tang backing plates and extras removed for new mast. Suitable as schooner rig for larger boat. Asking £150.00
Located N. Devon. Call Jerry Slack 01271 817477

SINGLE SIDE BAND RADIO FOR SALE
Nev and I have decided our ocean crossing days are probably over. Our Kenwood TS-140S SSB is now for sale including our Smartuner SG-230 AUTOMATIC TUNER and associated wires and cables and an antenna. A new microphone is needed otherwise it all worked fine when last used two years ago with a borrowed mike. $300US plus shipping and it is yours. Or come to a US East Coast meet and take it home with you!
Ocean Weather Pilot Charts: South Pacific, Indian Ocean, Central American Waters & South Atlantic Ocean.
Free if you pick them up! How about that?
Ann & Nev Clement
peacefour@pocketmail.com

Pahi 31 Rig £250 Portsmouth area
Mast, rigging and sails (main, jib & staysail). All in fair to good condition. I am rerigging with a Tiki mainsail.
Dave Peak: dave.peak@ubs.com 00352 44 1010 6574

WANTED

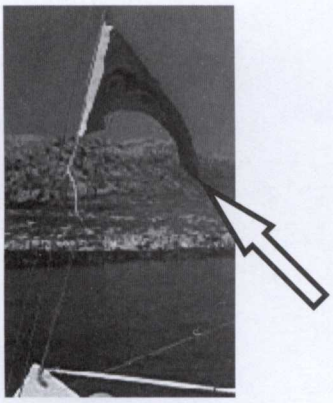
Tiki 30 or possibly similar
Wanting to move up from Tiki 26
Dave Yettram daveandjenny@jerseymail.co.uk
+44 (0) 1534 632060

Contact with Tiki 38, considering purchasing but would like to get a bit of experience with the marque. Experienced sailors.
Caspar (& Kate) Holst, Devon, UK.
Casparholst@virgin.net

Wot nothing else for sale/barter?

Ditty bag is now available online via the PCA Forum see website for details www.pca-seapeople.org
If you want to add a picture or an add to the online ditty bag please send to pcapix@pca-seapeople.org

BOATS, SKIPPERS, CREW, BOATBUILDERS NEEDED for Canaries to Caribbean December 2006
Contact: jubilee@pca-seapeople.org or PCA Office



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** **COLOURS** W = White, N = Natural, A = Ash, NB = Navy Blue, Bk = Black, BG = Bottle Green, Bl = Royal Blue, Sb = Sky Blue, S = Sunflower, Z = Zinc, K = Khaki, OG = Olive Green, R = Red, Bg = Burgundy, DNB = Deep Navy Blue, G = Gold, GR = Grey, O = Orange, H = Heather, P = Purple, EG = Emerald Green, KG = Kelly Green

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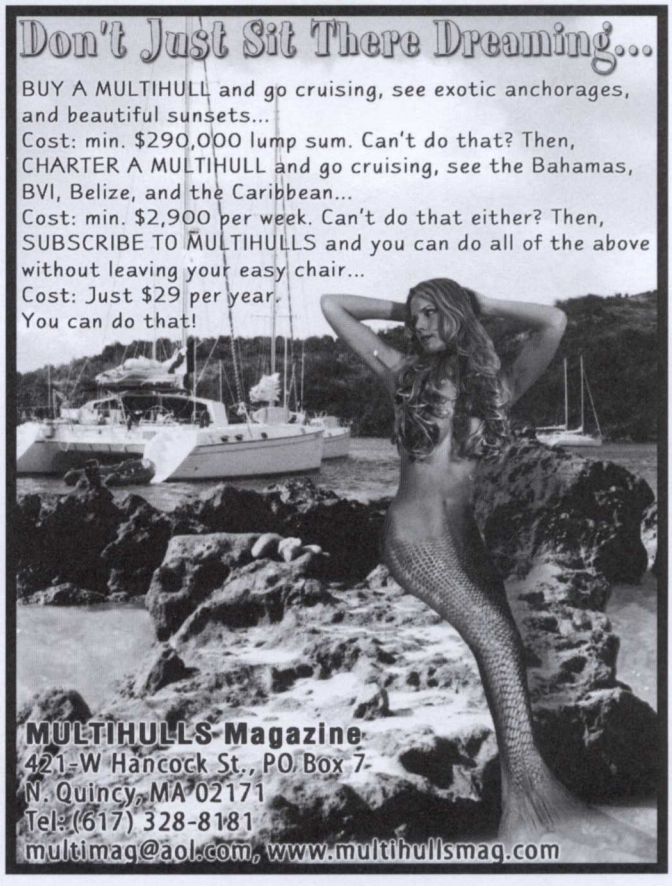
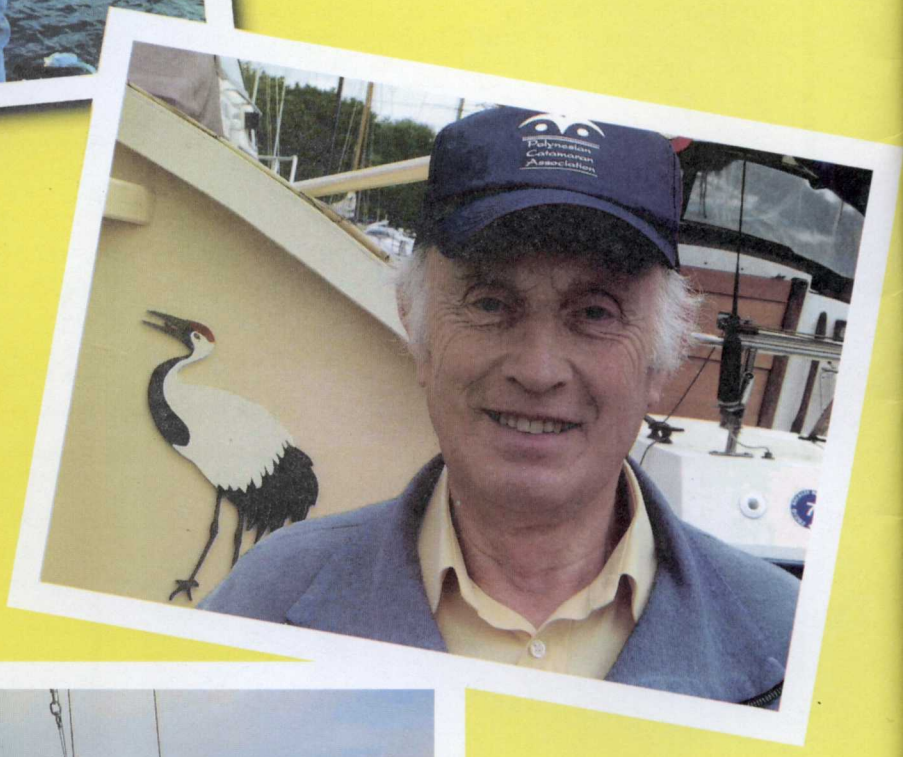
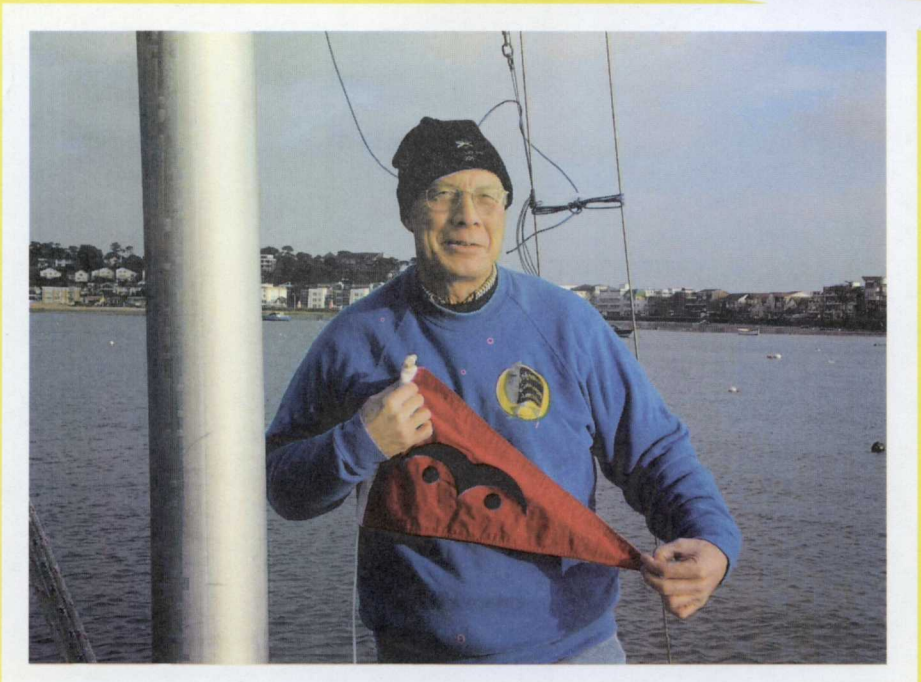
Leonardo beached during the Glenans Meeting



Graeme Watkins have the joy to announce to you that Emma has given birth to their son Arun Lucky the 29 May 2006.
All the PCA board whishes the best to this new member of the Sea People.



Right: John Hornby wearing a splendid PCA cap...



Roger Ayers, USA, flying the flag!